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No. 1220

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INTERNATIONAL ECONOMIC RELATIONS

SURVEY OF 30 YEARS OF COOPERATION BETWEEN USSR, EAST GERMANY

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 3 Oct 79 p 3

[Article by M. Kovalev, Deputy Chairman of the USSR State Committee for Science and Technology: "Contribution to Friendship"]

[Text] In an atmosphere of labor success, mass socialist competition, and new achievements in all areas of life, our German friends are celebrating the thirtieth anniversary of the proclaiming of the German Democratic Republic [East Germany].

During the past 30 years the GDR has traveled a glorious road of building a new life. The volume of industrial production during that time increased by a factor of 11, and the commodity turnover between the USSR and East Germany increased by a factor of 37. With regard to the volume of industrial production, East Germany is currently among the top ten countries in the world.

Speaking at the Soviet pavilion at the Leipzig Fair on 2 September 1979, General Secretary of the Central Committee of the SED [Socialist Unity Party of Germany] E. Honecker said, "The friendship and cooperation with the USSR from the very first moment have been the highest guiding principle of our state. All that which is new and great, all that arose in our republic since then, would have been unthinkable with the fraternal aid of the Soviet Union and our close fraternal alliance with the country of Lenin."

One of the first agreements between the USSR and East Germany was the 1951 intergovernmental agreement of cooperation in the field of science and technology. It opened up for the scientists of the fraternal country broad access to the tremendous scientific-technical achievements of the Soviet Union, and made it possible for both states on a broad scale to exchange scientific-technical and production experience and to combine the efforts of specialists in the resolution of problems of great importance to the national economy both of the USSR and of the GDR.

At the present time the cooperation between our countries encompasses practically all areas of the national economy and is carried out both in the field of fundamental research and in applied research.

There has been broad development of the direct cooperation between scientific-research and construction-planning and designing organizations and a reinforcement of the direct contacts between the branch ministries and departments of both countries. Taking part in the implementation of more than 1000 scientific-technical topics and assignments are more than 500 organizations in 62 ministries of the USSR and 400 organizations in 25 East German ministries and departments.

The most important scientific-technical problems, which assure the acceleration of scientific-technical progress in the leading branches of the national economy and which require the involvement of considerable material resources on both sides, are resolved on the basis of intergovernmental and interdepartmental agreements. At the present time more than 80 such agreements have been signed.

A typical feature of the joint operations on the basis of agreements in the complete cycle of operations -- from joint elaborations to the use of the obtained result, the organization of industrial production.

For example, that is the situation that pertains with the joint operations to create a plasma smelting furnace with a capacity of 25-30 tons and to improve the technology of plasma smelting. A large number of the most diverse problems were resolved for the first time by a tremendous collective of scientists, engineers, and workers in both countries. And that is understandable, since furnaces such as these have no analogues in world practice. In January 1977, at the quality-steel plant in the city of Freital, the furnace was put into operation. It had been manufactured at the Novosibirsk Electrothermal Equipment Plant and had undergone its first tests there.

Cooperation began to develop in the field of construction and of building materials.

Contacts between our states have been taking on greater and greater scope in such frontiers of science as space research.

For many years East Germany has been participating actively in joint research in the Interkosmos program, particuarly in the problem of studying the upper strata of the atmosphere and the earth's natural resources with the use of satellites. A high evaluation was placed on the joint work of developing the MKF-6 multizone photo camera, which is designed for remote-control probing of the earth. That camera functioned flawlessly on board the manned Soviet space ship, Soyuz-22. A continuation of that cooperation was the joint flight of the Soviet cosmonaut B. Bykovskiy and East Germany's first cosmonaut Z. Jena.

Constant attention is devoted to developing friendly relations on the basis of contracts. The Soviet and German organizations have developed a time-responsive system for a YeS EVM [Unified System of Electronic Computers], and have begun to test models of stations for the USSR and East Germany in an integral communications system for analog-digital switching.

With the development of cooperation on the basis of contracts and agreements, there has been a considerable improvement in the work involved in joint inventiveness. To date more than 300 joint inventions have been created.

The development of bilateral scientific-technical ties is promoted by the close contacts, the reciprocal exchange of experience between the USSR State Committee for Science and Technology and the East German Ministry for Science and Technology in the area of planning and financing of scientific-research projects and the introduction of their results into practice, and also with regard to questions of increasing the effectiveness of scientific-technical cooperation. With the involvement of the leading scientists, consultative sessions are organized to deal with draft versions of plans for the development of science and technology over the long term, as well as summational consultative sessions dealing with the coordination of the five-year plans for the development of science and technology.

The USSR and East Germany, taking all steps to develop the bilateral scientific-technical cooperation and actively participating in the multilateral cooperation among the socialist country, are making a large contribution to the socialist economic integration of the CEMA countries and to the reinforcement of the socialist community.

Everything that is good and beneficial that has been done by joint efforts during the course of the cooperation is viewed by Soviet citizens as an important contribution to the reinforcement of the friendship between the USSR and East Germany, and Soviet citizens wish the workers in that republic new creative accomplishments on the path of building a mature socialist society.

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CZECHOSLOVAKIAN FOREIGN TRADE WITHIN CEMA

Moscow EKONOMICHESKAYA GAZETA in Russian No 47, Nov 79 p 23

[Item by Czechoslovakian Rapid R/A [Radio Agency?]: "Foreign-Trade Organizations of the Czechoslovakian Socialist Republic Make Proposals"]

> [Text] Thirty years have passed since the creation of the Council of Mutual Economic Assistance. Since the very beginning of the formation of that international economic organization of socialist states, Czechoslovakia has been making its contribution to the carrying out of its goals in various forms of interaction with the CEMA participating countries.

The CEMA member states are Czechoslovakia's most important trade partners: the commodity turnover with them increased from 17.2 billion korunas in 1960 to almost 90 billion korunas in 1978. The participation of the CEMA member countries in the overall volume of Czechoslovakian foreign trade during recent years reached approximately 68 percent: the Soviet Union's share was 34 percent; East Germany, 11.6 percent; Poland, 8.8 percent; Hungary, 5.8 percent; Romania, 3.5 percent; Bulgaria, 2.6 percent; etc.

Czechoslovakia is a country with a well-developed processing industry, but one that does not have a sufficient quantity of raw materials or fuel-and-power resources. Cooperation with the CEMA member states helps to resolve the concomitatnt problems in the area of the national economy.

During recent years Czechoslovakia imported from the USSR and Poland approximately 5.2-5.6 million tons of stone coal. Shipments of liquid and gaseous fuel from the Soviet Union are of especially great importance. In 1978 Czechoslovakia imported 18 million tons of crude oil, of which 17 million tons came from the USSR. Thanks to the Druzhba gas pipeline, Czechoslovakia received a constantly increasing amount of natural gas. In 1979 the volume of shipments of this high-grade fuel will reach 7.2 billion cubic meters.

The USSR renders technical assistance in the construction of two nuclear electric-power stations in Czechoslovakia. On its part, Czechoslovakia is taking part in the construction of the Khmel'nitskaya nuclear electric-power station in the Soviet Union; after it has been activated, Czechoslovakia will receive from that electric-power station 3.6 billion kilowatt-hours of energy a year. By its participation in the construction of the main electrical-transmission line between the Ukrainian city of Vinnitsa and the Hungarian city of Albertirsa, Czechoslovakia guaranteed long-term shipments of 1.2 billion kilowatt-hours of Soviet electric energy a year.

The CEMA member states are helping Czechoslovakia by shipments of raw materials. In 1977 Czechoslovakia imported 16 million tons of iron ore, of which 13.3 million tons were from the USSR. The chief supplier of manganese ore to Czechoslovakia is Bulgaria. During the period 1976-1977, the Polish export of sulfur completely covered the shipments of that type of raw material for Czechoslovakia. Calcined soda is imported chiefly from East Germany and Romania, and potassium fertilizers from East Germany and the USSR.

Czechoslovakia provided the prerequisites for increasing the volume of import of fuel and raw materials by its participation in the construction of corresponding extracting and production capacities in the CEMA member countries. For example, by means of export shipments of machinery and equipment, Czechoslovakia helped to increase petroleum production in the USSR; participated in the construction of the Soyuz gas pipeline; has been making its contribution to the construction of Kiyembayevskiy Combine for the mining and processing of asbestos in the USSR, a nickel-production plant in Cuba; etc.

Czechoslovakia, on its part, is helping to improve various branches of the national economy in the CEMA member states. In the variety of Czechoslovakian export to those countries, the basic role is played by machinery, production equipment, means of transportation, and consumer goods. But Czechoslovakia also delivers to its partners certain types of raw materials, for example, coke and magnesite.

The share of Czechoslovakia's participation in the international division of labor among the states in the socialist community manifests itself with particular clarity in the field of machine-building.

Czechoslovakian enterprises, for example, participate in the production of equipment for nuclear electric-power stations with Soviet-designed light-water reactors. The Skoda industrial association in Pilsen will manufature during the 1979-1980 period five high-pressure autoclaves for the reactors; two of them are intended for the Pecs electric-power station in Hungary, one for East Germany, and two for electric-power stations which are under construction in Czechoslovakia. By 1985, 18 additional autoclaves of this type will be manufactured in Pilsen.

The machine-building enterprises in Czechoslovakia are cooperating with Soviet partners in the area of developing and producing a number of asynchronous electric motors. On the basis of credit granted by the International Investments Bank in Moscow, Czechoslovakia is expanding the production of heavy-duty trucks with air-cooled motors; most of the increase in production is intended for the CEMA member countries. Thanks to the cooperation between the Polish Ursus Plant and the Czechoslovakian (Zbroyovna) Plant, both these enterprises are currently the world's largest producers of heavy tractors. The (Vagonka-Tatra) Plant in Prague produces streetcars not only for Czechoslovakia, but also ships them to other socialist countries, as a result of which that enterprise has also become the world's largest producer of streetcars.

The cooperation among the CEMA member countries is also developing successfully in many other areas of the economy.

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INTERNATIONAL ECONOMIC RELATIONS

KRYUKOV ARTICLE ON SOVIET-NORWEGIAN TRADE

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 21 Oct 79 p 3

[Article by SOTSIALISTICHESKAYA INDUSTRIYA correspondent Ye. Kryukov, Oslo: "Searching for New Opportunities"]

> [Text] The Seventh Session of the Intergovernmental Soviet-Norwegian Commission on Economic, Industrial, and Scientific-Technical Cooperation has recently concluded its work in Oslo. Our SOTSIALISTICHESKAYA INDUSTRIYA correspondent requested the First Deputy of Foreign Trade, and chairman of the Soviet side of the commission, M. R. Kuz'min to discuss the the development of the trade and economic relations between the USSR and Norway.

"The session gave a positive evaluation to the development of the economic, industrial, and scientific-technical cooperation between the USSR and Norway. During 1972-1978, that is, during the period that elapsed after the signing between our countries of the corresponding agreement and the creation of the commission, the volume of reciprocal trade increased significantly. During the current year we expect that it will constitute approximately 125 million rubles."

The export to Norway of Soviet motor vehicles is proceeding successfully. Our Zhiguli cars, which are known in the West by the name Lada, currently occupy, with regard to the number of sales, one of the first places among motor vehicles represented on the Norwegian market. It must be noted that there has been a large amount of positive work to develop the trade in machinery and equipment, which has been carried out in Norway by the (Konela Norge bil) and (Koneisto Norge) companies which were created with the participation of Soviet foreign-trade associations.

From year to year the structure of our sales to Norway have been supplemented with new commodities with a higher degree of processing. For example, last year we sent Norway for the first time a consignment of Soviet household refrigerators and sold a consignment of LTF veterinary vaccine.

Norwegian firms, which are distinguished by a high degree of specialization, could participate more actively in subdeliveries of individual types of equipment on the basic of contracts concluded by our foreign-trade associations with the firms in other countries. We might recall that in 1978 the very large Norwegian concern (Noshk gidro) delivered technological equipment for five plants involved in the production of complex fertilizers, the contract for the construction of which was signed with a Japanese firm.

During previous years we have purchased in Norway various types of complete equipment, among which one might mention the equipment for a plant to produce dehydrated fish soups; a complete line for anodizing and lacquering tape; certain types of hoisting and transporting equipment; gas turbines for the Orenburg-USSR Western Border Gas Pipeline; and ships intended for various purposes. One cannot fail to mention the shipments of shipboard equipment, the production of which is a traditional area of specialization in Norwegian industry. We have purchased complicated hydroacoustical equipment for locating fish, as well as means for satellite navigation of ships in the fishing fleet.

The development of trade relations between the USSR and Norway is being successfully supplemented by the scientific-technical ties between Norwegian institutes and firms and Soviet organizations. At the present time we have five individual agreements for the development of industrial and scientific-technical cooperation, which encompass construction, the development of systems of automated warehouses, the production of equipment for locating fish, and the production of electronic microcomputers on the base of microprocesses.

In February 1979 an agreement of cooperation was signed between the USSR Chamber of Commerce and Industry and the Norwegian Export Council. The agreement provides additional opportunities for the further expansion and strengthening of the ties between our countries.

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PLANS FOR BULGARIAN-SOVIET ECONOMIC COOPERATION OUTLINED

Moscow EKONOMICHESKAYA GAZETA in Russian No 40, Oct 79 p 20

/Article by O. Rybakov, and R. Ultanbayev: "The Course of Specialization and Cooperation: The USSR and Bulgaria: The General Plan for the Years Up To 1990"/

/Text/ The communist and workers parties of the CEMA member-nations devote constant attention to improving the forms and methods of economic interaction. A great amount of experience has been accumulated in the joint resolution of major economic and scientific-technical problems on the basis of planned cooperation. By combining their efforts, the fraternal countries built and continue to build a series of major economic facilities in accordance with a coordinated plan for multilateral integration measures.

"We have adopted a policy," said Comrade L.I. Brezhnev, "of jointly resolving problems of raw materials, fuel, power, foodstuffs and transportation. We are intensifying our specialization and cooperation, especially in machine building, on the basis of the newest achievements of science and technology. We shall solve these problems in a reliable, economical and long-range fashion. We shall solve them with understanding of the interests and needs of every fraternal country and of the entire community." The scale and comprehensive nature of these tasks is such that their realization is linked to an ever greater shift to the development and implementation of major, joint economic and scientific-technical programs which call for the coordination and combination of significant material, financial and labor resources of the countries in the community.

In recent years much has already been done on this basis. The CEMA member-nations have worked out--on a multilateral basis--long range, special-purpose programs for cooperation in key sectors of the national economy--in the areas of fuel and energy, machine building, agriculture, the production of consumer goods and transportation. These special purpose programs were approved by the 32d and 33d sessions of CEMA in 1978 and 1979.

At the present time work is being completed on the formulation of bilateral, long-term programs for specialization and cooperation of production between the USSR and a number of other CEMA member-nations in accordance with agreements reached in the Crimea between L.I. Brezhnev, general secretary of the CPSU Central Committee and chairman of the Presidium of the USSR Supreme Soviet, and the leaders of the fraternal parties.

The development of long-term, bilateral programs is the concrete embodiment of the coordinated course of the Marxist-Leninist parties in the effort to turn, as L.I. Brezhnev noted, the following two five-year plans into a period of intensive production and scientific-technical cooperation.

The Intensification of Fraternal Interaction

The first of these programs is the General Plan for Specialization and Cooperation in the Area of Material Production Between the USSR and Bulgaria Up to the Year 1990, which was rated highly by comrades L.I. Brezhnev and T. Zhivkov during their recent visit in the Crimea; the plan was signed in Sofia on 15 September of this year.

The General Plan reflects the principles, basic goals and tasks of long-range cooperation; it sets out the main trends in the specialization and cooperation in the most important sectors of the national economy, and it defines the mechanism for the realization of the agreed-upon measures.

The main goal of the General Plan is promote to the highest degree possible the solution in our fraternal countries of the strategic problems in the construction of socialism and communism, to contribute to the growth of our economic potential and to ensure its dynamic and effective development. The realization of these goals will be ensured through the strengthening of the interaction between the Soviet and Bulgarian economies, the intensification of the mutually-beneficial and rational division of labor between them.

The General Plan calls for the development of large-scale cooperation, in virtually all sectors of public production in the USSR and Bulgaria.

In the area of energy, the General Plan calls for the close cooperation of both countries in the comprehensive and effective utilization of all available energy resources, and primarily in the development of atomic energy. The Soviet Union and Bulgaria have substantial experience of cooperation in this area, both on a multilateral and on a bilateral basis. An example of this can be seen in the active participation of both countries in the development of the unified energy systems of the CEMA member-nations, in the production of modern equipment for atomic power plants and many others.

During the current five-year plan alone Bulgaria is building and expanding--with technical assistance from the USSR--such energy facilities as the Kozloduy Atomic Power Plant, the Varna Thermal Electric Power Plant and the Maritsa Vostok III Thermal Electric Power Plant. Soviet equipment is now producing 80 percent of the nation's electrical energy. With USSR assistance, Bulgaria is working to renovate and modernize individual production units of the (Kremikov) Metallurgical Combine; this will make it possible to increase the combine's capacity to 2.7-3 million tons of rolled metal products per year. Joint work is also being carried out in the construction and renovation of enterprises in other sectors of the national economy.

Bulgaria, which has made its contribution to the construction of the Soyuz gas pipeline, continues to participate actively--along with other CEMA member-countries--in the establishment of the following facilities in the USSR: the Ust'-Ilimsk Pulp and Paper Plant, the Kiyembayevsk Asbestos Mining and Enriching Combine, and capacities to produce iron-containing raw materials and ferrous alloys, as well as other facilities which will make it possible for Bulgaria to obtain more of the most important types of fuel, raw materials and secondary materials. In stipulating the further development of these forms and areas of cooperation, the General Plan expands the plan foundation for the effective solution of the fuel and energy problems in the interests of both countries.

The General Plan assigns a special role to cooperation in the area of machine building. In addition to directing the planning and economic organs of the country toward the comprehensive resolution of the problems of scientific and technical progress, toward increasing the concentration and technical level of production, it also specifies concrete areas of cooperation in machine building.

At the present time the production of electric telphers, automatic loaders, electrical pilers, as well as computer equipment, constitute one of the main areas of specialization in Bulgarian machine building. Within the framework of this joint work Bulgaria supplies to the USSR many parts for VAZ automobiles in exchange for a quantity of these vehicles equal in value. Specialization is taking place in the machine tool manufacturing and instrument-making industry, in the production of construction and road building equipment, textile machine building, tractor and agricultural machine building, in the oil refining and petrochemical industry, as well as in a number of other sectors.

The General Plan provides for further development in these areas of cooperation. The cooperation in the area of machine building will be comprehensive in nature, encompassing scientific-research and planning-design work; it will include the exchange of scientific-technical results, the production of new pieces of machinery and equipment on the basis of joint designs, and coordination of capital investment in the development of capacities for the production of the corresponding output.

Close cooperation will be achieved between the USSR and Bulgaria in the area of agriculture. It will be directed toward the further intensification of agricultural production by expanding the scale of mechanization, chemicalization, land reclamation and selective breeding and by improving the structure of production in accordance with the soil, climatic and other conditions. This will contribute in significant measure to the fuller satisfaction of the needs of both countries for foodstuffs and agricultural raw materials.

Even now Bulgaria has great potential for agricultural production. In 1978 alone, Bulgaria exported to the CEMA member nations 144,000 tons of fresh and more than 238,000 tons of canned vegetables, 119,000 tons of fresh fruits and more than 154,000 tons of canned fruits, a significant amount of dairy products, eggs and other items.

In order to ensure that these measures for the further development of economic cooperation between the USSR and Bulgaria are realized, the material-technical base of all forms of transportation and communications will be expanded and improved. Much attention is being devoted to the development of water transportation; ferry shipments will be increased.

The degree of USSR and Bulgarian cooperation in the production of consumer goods is being increased, and this will provide for an increase in the output of these goods based on the expansion of specialized production, and further improvement in the quality and variety of goods in accordance with the growing demands of the consumer. Important tasks are being advanced as part of the further combination of forces in the area of scientific research and planning and design work.

A Qualitatively New Stage of Cooperation.

With the adoption of the General Plan, the preconditions have been created for the transition to a qualitatively new stage of Soviet-Bulgarian economic relations and for the further all-around cooperation and rapprochement between the USSR and Bulgaria. In defining the main areas of specialization and cooperation in the production of both countries until the year 1990, it will contribute to the fuller utilization of the advantages of the international socialist division of labor, and to the creation of large-scale production in the conditions of rapid scientific and technical progress.

The signing of the General Plan for the USSR and Bulgaria and the development of long-range programs for specialization and cooperation between the USSR and Hungary, the GDR, Poland, Rumania, and Czechoslovakia until the year 1990 provide a clear orientation for the planning and economic organs in the formulation of plans, and it contributes to a more rational combination of internal and external factors of economic development. The great significance of the programs also lies in the fact that they enable the countries to push forward the horizons of cooperation, to discover problems in good time, to judge the scale of the problems facing the countries, to choose the most effective alternatives for the unification of efforts and resources to solve the main problems and to set out a coordinated, long-term strategy for mutual economic cooperation. This is especially important on the eve of the forthcoming congresses of fraternal parties.

The broad application of the long-term forms of international cooperation constitutes an organic part of the comprehensive measures which are carried out in the countries of the socialist alliance to improve the internal economic mechanism and the management of the economy. In accordance with the decree of the CPSU Central Committee and the USSR Council of Ministers "Concerning the Improvement of Planning and the Strengthening of the Effect of the Economic Mechanism on the Effort to Increase the Effectiveness of Production and the Quality of Work," the USSR is developing the main areas of the country's economic and social development up to the year 1990.

With the adoption of long-range programs of cooperation for this same period, a realistic mechanism arises to link and synchronize the areas of the USSR's economic development with that of ther other CEMA member nations. At the same time this puts before Gosplan USSR, and before all the Soviet ministries and departments participating in the cooperation with the fraternal countries, urgent new tasks of great national and international significance.

The main job now is to incorporate the long-range programs into the system of concrete subprograms of the various sectors, and the agreements which define the conditions and time periods for the cooperation, as well as the obligations of the participating countries. The realization of the large-scale tasks of the cooperation programs will become an organic part of the forthcoming Eleventh Five-Year Plan.

The fraternal countries are firmly following a course aimed at developing socialist economic integration and intensifying economic interaction. This course will assuredly lead us to scale the heights of scientific and technical progress, to increase the effectiveness of production and the quality of output in the interests of the further growth in the well-being of the peoples in the socialist countries, and the realization of the advantages of true socialism. The development of promising programs for cooperation between CEMA member nations provides a new stimulus for the solution of these problems.

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INTERNATIONAL ECONOMIC RELATIONS

ECONOMIC TIES WITH LATIN AMERICA DESCRIBED

Moscow STROITEL'NAYA GAZETA in Russian 16 Sep 79 p 4

[Article by V. Simonin]

[Text] "Tell me please about cooperation between the USSR and the Latin American states." V. Proskurina, plasterer, Chita

The Soviet Union has had commercial-economic ties with the Latin American countries for more than a decade. With detente they have acquired in recent years broader and broader scope. The aspiration of a number of governments on this continent to protect their national interests and to weaken the pressure of the monopolistic circles, and primarily that of the USA, objectively contributes to the development of their relations with the socialist states, and with the Soviet Union in particular. There is evidence of this in the growth of trade between the USSR and Latin America during the last 20 years. For example, in 1960 trade turnover amounted to only about 60 million rubles, and in 1977 it was 633 million. And the list of Latin American nations trading with us expanded from 4 (without Cuba) in 1960 to 23 in 1978.

The growth of trade turnover and the strengthening of trust between the partners has led to the signing of long-term agreements covering 10 or more years. An agreement of this kind was concluded in February 1974 between our country and Argentina, one of our main trading partners in Latin America.

The competitive bidding for a contract to supply equipment to the Argentinian-Uruguayan Salto Grande energy complex, which was won by the Soviet Energomasheksport Association in competition with firms from the USA, FRG and Japan, demonstrates the advantages which economic ties with the USSR give to the developing countries. The Soviet bid was the only one which stipulated firm prices for the equipment; as is well known, the multinational monopolies--under the pretext of inflation--extort additional profits for the equipment which they sell. Also, all the Soviet credits, including those for the shipment and installations of the turbines, were granted at an interest rate of 4.5 percent, which is one-third to one-half the rate charged by the multinational corporations.

At present the construction of the Salto Grande hydroenergy complex is coming to an end. The first Soviet hydraulic turbine, which has been named Maria-Victoria, has providing electricity for more than two months. According to plans, the second turbine will begin to provide electricity in September. According to the estimates put out by the Argentinian newspaper NACION, the Salto Grande complex will be the largest in Latin America and will enable Argentina alone to save 80 million dollars every year on fuel imports when all 14 Soviet turbines have been put into operation.

The Soviet Union's economic ties with other Latin American states are also being successfully developed. And here the center of gravity shifts to participation in the construction of major facilities which have enormous significance for the consolidation of the state economic sector in these countries. For example, Soviet equipment was used in Brazil to build the Capivara Hydroelectric Power Plant in 1977. Since 1972 our country has provided assistance in the construction of a large fishing complex in the Peruvian city of Paita. The complex includes a fish-intake point, a refrigerator, two ice plants, an electric power plant and repair shops. Another plan in line for implementation is the Olmos Project, which calls for diverting some of the water from the Amazon, the great South American river, to the Pacific coast of Peru for purposes of land irrigation. Soviet specialists are conducting the planning and surveying work for this complex, and the Soviet Union will participate in the building of it.

Let us emphasize one more important detail. Under the economic crisis conditions which have affected the Western countries in recent years, the unequal position of the Latin American countries in the world capitalist market increases their inflation, depression and unemployment. Commercial and economic ties with the Soviet Union help them to fight against these negative phenomena and to come forward for economic relations--based on equal rights--with the industrially developed countries of the West.

Comrade L.I. Brezhnev, general secretary of the CPSU Central Committee, in his address to Fidel Castro, chairman of the Sixth Conference of the Heads of State from the Nonaligned Nations, which took place in Havana, noted: "For our part we support the struggle of the developing countries for the reorganization of international economic relations to be based on equal rights and fairness and with no discrimination of any kind. The Soviet Union decisively defends the right of peoples to dispose of their own resources and to carry out socio-economic transformations which are in their interests and which strengthen the sovereignty and independence of the young, liberated states." Through the example of relations between their countries and the USSR millions of Latin Americans have had the chance to ascertain the sincerity and consistency of this position.

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BRIEFS

TRADE WITH FRG--In Soviet trade with the FRG, a turnover of more than 1.9 billion rubles was attained during the first 6 months of this year, which amounts to a further increase of 303 million rubles by comparison with the first 6 months of the preceding year. In so doing, the Soviet Union was able to increase its exports from 590.8 to 735.5 million rubles. However, since its imports increased even more rapidly, Moscow ended up with a deficit of 448.1 million rubles by mid-year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 2] 8970

JAPANESE GRINDING MACHINES--The Moscow central office of "Avtopromimport" has purchased 7 special purpose grinding machines for the Soviet motor plant in Zavolzhsk from the Japanese firm "C. Itoh Co. Ltd." for delivery in January 1981. The value amounts to around 1.5 million rubles. According to earlier contracts entered into with the Tekhnopromimport central office, the Japanese firm during 1979/80 supplies installations for the carbonization of fabrics and fibers, as well as installations for the finishing of wool, with a total value of 7 million rubles to the Soviet Union. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

BRITISH GEAR-SLOTTING MACHINES--On the basis of a contract concluded with the "Avtopromimport" central office, the British firm V. E. Sikes will supply 6 gear-slotting machines valued at 2 million rubles to the Soviet Union between July 1980 and January 1981. They are intended for the production of externally and internally toothed straight and helical gears and are to be installed during the second building phase of the Kama truck plants. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

GERMAN HORIZONTAL BORING MILL--The West German Schiess A. G. will supply a horizontal boring mill to the USSR, according to a contract concluded with the central office of Avtopromimport in Moscow. It is intended for the machining of nuclear reactor components in the Atommash-enterprises in Volgodonsk. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

INTERNAL GRINDING MACHINES--The central office of Stankoimport in Moscow has ordered heavy internal grinding machines valued at over 4 million rubles from the West German Wotan-Werke GmbH for delivery in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

ALKYLIC PHENOL--The central office of Tekhmashimport in Moscow has purchased a complete production installation for alkylic phenol from the West German Uhde-GmbH. The annual output of the installation is estimated at 100,000 tons. Delivery is planned for 1981. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

VACUUM ELECTRIC-ARC FURNACE--The central office of Energomashexport will supply a complete vacuum electric-arc furnace for tin refining to the Bolivian firm ENAF in 1981. A furnace of the same kind will also be supplied to the Australian firm Associated Tins Smelteries in 1981. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

ITALIAN CARPETS--The Italian firm Pietro Radici is supplying carpets for a total of 2.5 million dollars to the Soviet Union during this year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 7] 8970

OIL DRILLING NEAR SAKHALIN--The joint Soviet-Japanese enterprise "Soviet-Japanese Sakhalin Oil Development Cooperation Company" plans to sink four additional oil drillings on the northeast coast of Sakhalin yet this year, after operations thus far have shown positive development. Negotiations are underway about the extension of the activity of this joint enterprise in the 1980s. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

HEAVY TIRES--The Japanese firms, Mitsubishi Heavy Industries and Majekawa Trading Co, will supply machines and equipment to the USSR for a plant that will produce tires for very heavy construction and road construction machines. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

DIESEL MOTOR ASSEMBLY LINE--The U.S. firm Ingersoll-Rand will supply an automatic assembly line for diesel motors for the Soviet Kama truck plants at a value of 8.77 million dollars by the end of the coming year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

ITALIAN LASER PURCHASE--The Italian firm "Intertechnical" has purchased two lasers of the types LG-38 and LG-75 from the central office of Mashpriborintorg in Moscow. The lasers are to be used in research as well as in industry and medicine. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

FRENCH MOTOR ORDER--The French firm Industrie Francaise has placed an order for a large number of electric motors, manufactured according to German Industrial Standards, with capacities ranging from 0.37 to 100 kilowatt, with the central office of Energomasheksport in Moscow. The order is for motors of the type 4A, which, according to Soviet representation, enjoy a stable demand in France. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 8 Oct 79 p 8] 8970

SOYUZ PIPELINE COMPLETED--The natural gas pipeline Soyuz, built as a joint investment of all European CEMA countries, was finally completed on 5 October. From the point of departure in the Orenburg natural gas fields to the Carpathians it measures 2,750 kilometers. Beginning on 1 January 1980, the European CEMA countries will receive 15.5 billion cubicmeters of Soviet natural gas annually via the Soyuz pipeline. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 5] 8970

BELGIAN MINE PUMP ORDER--The Belgian firm S. A. Andre Deligne N. V. has ordered 4 explosion-proof mine pumps equipped with electric motors from the central office of Tekhmasheksport in Moscow for delivery in March-April 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET TURBINES FOR TELEFUNKEN--The central office of Energomasheksport in Moscow this year is supplying gas turbines valued at 1.54 million DM to the West German combine Telefunken AEG-Kanis. The turbines with a capacity of 25.6 megawatts were especially built for this combine. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

CIRCULATING COMPRESSORS ORDERED--The central office of Mashinoimport in Moscow has placed an order for two circulating compressors with a capacity of 276 cubic meters per minute [kbm/min] with the West Berlin Borsig GmbH for use in the production of synthetic rubber, with delivery in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET COMPUTER PURCHASE--The central office of Stankoimport in Moscow has for the first time placed an order for 16 complete numerical program control systems and supplying components for metal processing machines, valued at above 1 million rubles, with the Swedish firm Asea. Delivery will take place in 1980. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

JAPANESE INSTRUMENTS ORDERED--The central office of Mashinoimport in Moscow has ordered a large lot of instruments, valued at 1.25 million rubles, from the Japanese firm Koyo with delivery during the coming year. Included are valves, slide valves, and non-return valves for oil and natural gas pipelines. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET ORDERS OF ELEVATORS--The central office of Mashinoimport in Moscow has ordered 4 complete elevators--2 passenger elevators, 1 passenger and freight elevator, and 1 freight elevator--as well as 6 complete escalators, from the company Societe Francaise des Ascenseur-Kone, a French branch of the

Finnish firm Kone, together with spare parts. They are to be delivered by May 1980 and are destined for the Armenian airport in Yerevan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

SOVIET EQUIPMENT FOR IRAQ--The central office of Mashinoeksport is supplying a large lot of drilling rigs and cement equipment for petroleum exploration, together with spare parts, for a total of 4 million dollars in 1979/80 to Iraq. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 8] 8970

FINNISH DRILLING PLATFORMS--On behalf of the central office of Sudoimport in Moscow, the Finnish firm Rauma-Repola will build 3 drilling platforms for use in arctic conditions, with a water displacement of 7,000 tons, for the Soviet Union. The contract that has been concluded has a value of 300 million rubles. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 7] 8970

FINNISH SHIPS--The Moscow central office of Sudoimport has placed an order for 2 Ro-Ro Ships of 22,500 deadweight tons each with the Finnish shipyard Valmet. They are intended for the transport of wheeled vehicles and containers. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 7] 8970

SPANISH BANK IN MOSCOW--The Banco Hispano Americano is the first Spanish bank to have opened a permanent representation in Moscow. Its interests thus far had been taken care of by the Banco di Roma, the Commerzbank, and the bank Credit Lyonnais. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 24 Oct 79 p 8] 8970

SOVIET-FINNISH TRADE--A commodity trade in the amount of 14 billion rubles is envisaged by a Soviet-Finnish trade and payment agreement that was concluded for the years 1981-1985. For the past years, a trade in the amount of 9 billion rubles had been agreed on, which probably, however, will be surpassed by 2 billion rubles. During 1981-85 the Soviet Union will acquire from Finland, among other things: installations for 1.2-1.3 billion rubles, ships for 1.5-1.7 billion rubles, products of the timber and paper industry for 1.7 billion rubles, as well as consumer goods for 500 million rubles. The Soviet Union will continue to supply Finland with oil, petroleum products, coal, natural gas and electricity, machines and equipment, as well as non-ferrous metals, non-ferrous metal rolling stock, ferrous rolling stock, blast-furnace coke, fertilizers, chemicals, timber and cotton. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

SOVIET EQUIPMENT TO TURKEY--The central office of Tekhmasheksport yet this year will supply a lot of steel and iron slides, as well as other instruments at a total value of 265,000 dollars for the Turkish smelting plant in Iskenderun. The order was placed by the Turkish firm Okutsan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

ITALIAN LOW LOADERS--The central office of Avtoeksport in Moscow has acquired 4 low loaders with a payload of 120 to 500 tons from the Italian firm Cometto. Powerful towing vehicles for them were supplied by the West German Fauna plant. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

'LADA' EXPORTS--The Soviet Union will probably for the first time also supply Lada cars to the United Arab Emirate. Lada cars are already being supplied to Kuwait, Jordan, Iraq, and Lebanon. The first 500 cars will soon also be shipped to Saudi-Arabia, in accordance with a contract concluded with the firm Abdulrahman Al-Khamis. The central office of Avtoeksport in Moscow is also negotiating with an Egyptian firm about delivery of Ladas. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

JAPANESE SEAMLESS TUBES--The central office of Promsyr'eimport in Moscow has an order for 104,000 tons of seamless tubes, which are to be delivered at the end of this and the beginning of the coming year, with the Japanese firms Sumitomo, Sanyo and Nichimen. The value of the order is approximately 77.8 million rubles. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 12] 8970

DUTCH DREDGER TECHNOLOGY--The Dutch firm IHC has conducted a symposium on floating dredgers and suction dredgers, as well as other machines for cleaning and deepening of canals, rivers, lakes and reservoirs, in the White Russian capital of Minsk. The firm recently concluded an agreement about the delivery of a large number of floating rock breakers, suction dredgers, and pipe fitters to the USSR. Using its designs, the Finnish firm "Rauma-Repola" is presently building three drilling ships for the USSR, which are to be used in the exploration of the shelves of the Barents Sea and the Kara Sea. The Soviet Ministry of the River Fleet is interested in additional suction dredges of the firm, which, however, should be more powerful than the ones supplied thus far. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 13] 8970

SCIENTIFIC-TECHNICAL COOPERATION--The British firm Barclays Tozer Ltd. has concluded an agreement on scientific-technical cooperation with the proper Soviet state committee. It does not provide for greater specification regarding future joint projects; however, to begin with it is intended to engage in machine building for agricultural purposes. The British firm which represents the interests of various enterprises in the Soviet market, has had its own representation in Moscow for 5 years. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 13] 8970

ITALIAN ELECTRIC MOTORS--Electric motors for use in industry and agriculture, which are manufactured according to German Industrial Norms, valued at a total of 1.3 million rubles, will be supplied this year to the USSR by the Italian Enital Spa Corporation on orders of the central office of Energomasheksport in Moscow. The Belgian firm ASEC will supply 2,467 electric motors with a capacity of 100 watts each, to the USSR. They are intended for winding devices used in the textile industry. The order was placed by the central office of Mashinoimport in Moscow. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 14] 8970

JAPANESE MULTIPLE-SHOT MOULDING MACHINE--According to a contract concluded with the central office of Avtopromimport in Moscow, the Japanese firm C. Itoh Co. Ltd. will supply a multiple-shop moulding machine to the USSR. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 14] 8970

JAPANESE TUBES--In accordance with a contract concluded with the central office of Promsyr'eimport in Moscow, the Japanese firms Nichimen, Sanyo, and Sumitomo will supply to the Soviet Union by the end of the year 413,200 tons of large tubes with a total value of approximately 160 million rubles. In August the central office in Moscow had ordered 140,000 tons of seamless tubes from these firms with a total value of 77.8 million rubles. A little bit earlier, Promsyr'eimport had already purchased another 290,000 tons of large tubes from other Japanese firms, including Nippon Steel Corp., Kawasaki, and Nippon Kokan. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 15] 8970

SOVIET WHEEL SETS--The Swedish freight car construction firm in Gaevle has purchased wheel sets valued at 2.3 million Swedish Kronor from the central office of Energomasheksport in Moscow. Through the two representation firms A/O Betraco HAB and C. J. Pihl, the central office in Moscow is also supplying automatic couplings, motor brushes for diesel and electric locomotives, equipment for railway cars and railway tools to Sweden. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 7 Nov 79 p 16] 8970

CSO: 1826

CONSUMER GOODS AND DOMESTIC TRADE

MORE CONTAINERIZED SHIPMENTS ADVOCATED

Tallin SOVETSKAYA ESTONIYA in Russian 6 Sep 79 p 2

[Article by A. Yakovlev: "From Producer to Counter Top"]

[Text] A product on its way from producer to consumer is today handled as many as ten times in transfer. Several tons pass through the hands of a food store worker in the course of a single shift alone. As many as 20 percent of the total number of people employed in trade are engaged in loading and unloading operations. At the same time, 600 loading hands are involved in working the commercial links within the large cities of our republic. Approximately one thousand trucks are transporting goods, spending in the process only 25-30 percent of a shift's time on the road. The rest of the time they spend being either loaded or unloaded.

How is this process to be mechanized? One way would be to introduce containerized shipments. Ten years have already been devoted to the development and introduction of this method within the republic's consumer cooperative system, somewhat less time within the state trade system. A certain amount of experience has been accumulated and the primary directions to be taken in introducing this industrial process determined.

A year and a half ago a discussion was held within the pages of our paper concerning the introduction of containerized shipments in various spheres of industry, trade and motor vehicle transport. The articles brought to light serious obstacles to the introduction of this innovation, which is at once economically profitable and convenient for the consumer.

In order to identify the problems which have arisen more clearly, we have brought together around the editor's "round table" representatives of the ministries and departments concerned.

L. PETERSON, deputy minister of trade: "It is no secret that the situation as concerns the republic's work force is a difficult one, especially when it comes to ancillary operations. Those involved in commercial operations above all are therefore interested in the mecganization of manual labor.

"We have encountered a number of problems in introducing containerized shipments. SOVETSKAYA ESTONIYA has written about them time and again. I will dwell on one which is both our concern and our predicament. This is the preparation of our commercial network for handling goods shipped in containers. There are today 461 food stores in the republic. They have an average area of less than 100 square meters. Surveys conducted by our technological planning and design institute have shown that we will be able in the future to equip only approximately 35 per cent of existing stores for receiving containerized goods shipments. As far as the rest are concerned, (for reasons related to their direct commercial use area available or their location) it will be impossible to change over to operations incorporating the new method."

K. PETERSON, chief of the transportation division of the Ministry of Procurement: "How fast are these stores being remodeled? I'd like to hear about future plans."

L. PETERSON: "At the present time, 21.7 per cent of the republic's stores are receiving goods in containers. We hope to increase their number by 3.5 per cent by the end of the year. Concrete plans have been developed for reorganizing Tallin's trade network. We believe that over a 5-year period we will be able to change 37 per cent of the city's stores over to operations incorporating the new method. Our technological planning and design institute is in the process of finishing up a similar plan for the republic as a whole.

"We will indeed be remodeling stores; that is inescapable. But at the same time we would also like for our partners in the process of introducing containerized shipments finally to spread their wings. All these plans have to be carried out on a joint basis. The products requiring the greatest shipping capacity, for example, we receive from the meat and dairy industry. The Tallin dairy combine alone puts 400 tons of production into the trade network every day. These shipments have to be received manually. But how we will be handling this production in the future is by no means a matter to which we can be indifferent."

G. REBANE, deputy minister of light industry: "I think the motor transport people will agree with me that special motor transport shipping containers, lifting and loading equipment and vehicles remain bottlenecks for us. We still don't have enough of them. We are now proposing the containerized shipment of a whole series of light industry products. But the motor transport people are not prepared to come up with the necessary vans. They don't even have any suggestions of their own now about how to ship light industry products.

"On the other hand, commercial enterprises, too, are unprepared to receive our products. Even if we are able to reach agreement with the motor transport people on the introduction of containerized shipments, the unpreparedness on the part of the trade network will make it impossible to take these steps."

Kh. KUL'M, containerized shipment group leader in the ERSPO's /Estonian Republic Union of Consumers' Societies/ Avto association: "We have come up against this situation as well. Our trade network on Saaremaa is prepared to receive containerized bakery goods shipments, but Minavtoshosdor /Ministry of Motor Vehicle Transport and Highways/ cannot allocate trucks with lifting equipment. There are plenty of other examples as well. Our trade network could already today be handling meat, candy, pastries and bulk products in large quantities in containers. But the ministries of the food and meat and dairy industries and procurement are unable to set up their enterprises for packaging these goods. Failing that, I think everyone will understand that containerized shipping will meet with no success."

K. PETERSON: "Unfortunately, your complaints are entirely justified. The fact is that the trade people are now placing orders for 36 thousand tons of goods in small containers. But our shops can package only 7500 tons, but not because of any lack of capacity--we don't have enough packaging and wrapping material. We need 50 tons of paper sacks a year, for example, but we get only 20. Our packaging and wrapping shops are at a virtual standstill. The material supply problem requires a fundamental solution. I think the last word in this instance rests with our republic Gosplan. We have to find a way to increase the funds available for packaging and wrapping materials."

V. KOTKAS, acting director of Minmyasomolprom's /Ministry of the Meat and Dairy Industry/ technological design bureau: "Even assuming an ideal organization for goods packaging and wrapping processes, there still arises a new problem, one which our specialists have already encountered. Each store has a large assortment of products. They order an average of 13-14 different types of dairy products alone. This large assortment complicates the matter of meeting the entire range of container requirements. To fill an order for a single store, let us say, for example, we have to make up a special container for the dairy combine which is to hold products from various production lines, to fill an order like this takes different shops. Our specialists are now working on the development of an efficient system of meeting the full range of container needs. This requires above all that enterprises have sufficient storage space. Our Kokhtla-Yarve dairy product combine is the only facility with more or less suitable conditions for introducing containerized shipping. We have decided to make a detailed study of the entire system here to find the best alternatives for introducing containerization."

A. PYARN, chief of the shipping division of the Ministry of Motor Vehicle Transport and Highways: "This is all very well, but the ministries of the meat and dairy and of the food industries are taking too long to study the introduction of containerized shipping. They need to move more expeditiously.

"Transport is the connecting link between a consignor and the trade system. And we are naturally aware of deficiencies in the organization of the entire transportation process. I will tell you frankly that the goods assortment and the proportion of it shipped in containers are negligibly small. Last year on 1 June we had 4700 containers; today we have 7700. But last year we shipped 20 thousand tons of cargo in them; this year 25,000. That is, the number of containers rose 67 per cent, while the production shipped in them increased by only 20 per cent. This means a decline in our utilization of containers."

L. PETERSON: "That's true, but containers undergoing repairs are being counted toward the total in service. And the repair problem is becoming increasingly worse."

A. PYARN: "I won't argue. But a great deal depends on the view the localities take toward the introduction of what is new and progressive. We won't go far to look for examples. In operation in Tallin's fruit and vegetable trading organization are 55 vehicles; of this number only 7 carry containers. The container park is being utilized at less than half its capacity.

"The Estbakaleya office has approached this entirely differently. Three years ago we couldn't find a common language with it; they never had enough vehicles. But it was then put under different management; the people here began to adopt the proper approach to the introduction of containerized and packaged shipments, and things started to look better. They freed up eight vehicles and cut the number of loaders. All this has had an enormous effect.

"But then there's this aspect of the matter. Several ministries are involved in organizing containerized shipping within the trade system. Who should coordinate their operations and insure the adoption of a single policy on the design, production and introduction of containers? And then, as Comrade Peterson rightly pointed out, the problem of container repair has arisen. This clearly calls for a centralized approach. But who is going to take on the responsibility for performing this function?

G. REBANE: "These questions are some of the most important ones. Who, in fact, should make the containers? Who should pay for their manufacture? For there are many partners involved in introducing them. And when the move toward containerization in the republic begins to be undertaken more vigorously, this problem will be multiplied several times. Local relations established between ministries will get us nowhere. Somebody has to be made responsible for the manufacture of all types of containers. Hence a new problem arises--centralized container design. Our Mistra scientific production association, for example, with its three designers, would be unable to accomplish these tasks. The problems involved here have to be solved on a republic-wide scale--the design, the production and the repair of containers. The need therefore suggests itself for one of the republic's enterprises engaged in metal-intensive production which could take on the responsibility for dealing with these matters.

"Furthermore, the time has come for the establishment of an institute, or a division of an institute, which would concern itself with the planning and introduction of containerized shipping and maintain contact with all interested authorities.

R. BERTELOV, Avto association chief engineer: "We do indeed need a coordinating center. One might be thought to exist in miniature within our ERSPO system in the form of the Avto association. For precisely that reason the efforts made in the introduction of containerized shipping have been comparatively successful. We are engaged in designing containers, developing technology for shipping with reference to trade groups and working on the preparation of the trade network. We have now begun work on remodeling our production supplier enterprises. Why have we been able to achieve a satisfactory introduction of containerized shipping of baked goods? Because we began immediately with the remodeling of our bakeries and stores, as well as with the manufacture of containers. That is, all of our work proceeded in a synchronized manner. But now when these matters are resolved on a republic-wide scale, the coordinating center should also constitute a reliable, solidly based republic body."

There is hardly anyone who today would doubt the effectiveness of the introduction of containerized shipping. As the early tests conducted here in the republic and in other cities in the country indicated, this method of operation by and large insures high labor productivity in the process of transporting from the producer to the consumer. But as the "round table" participants pointed out, an ever increasing number of problems is arising with the introduction of containerized shipping. These problems can be solved only by an integrated approach adopted by all the ministries and other authorities concerned. "Round table" participants put their main emphasis on this point. As pointed out by L. Peterson, G. Rebane, A. Pyarn and R. Bertelov, ministry operations have to be coordinated. For the republic's Ministry of Trade, which has been made responsible for this role, has no real means of influencing suppliers and transporters. Operational coordination has, in other words, to be accomplished at the republic level. The view was expressed which favored the creation of a service as part of the republic Gosplan which would take on the responsibility for performing these functions.

8963
CSO: 1823

COMPUTERIZING WHOLESALE TRADE OPERATIONS IN THE UKRAINE

Moscow SOVETSKAYA TORGOVLYA in Russian 23 Oct 79 p 2

/Article by V. Kovalev, director of the Ukrtorgsistemotekhnika technological planning institute, and F. Krutinov, Candidate of Economic Sciences and division chief in the All-Union Scientific Research Institute of Consumer Demand and Market Conditions: "Computers and Wholesale Marketing Operations"/

/Text/ Fifteen thousand item models were exhibited in the Ukraine at the republic's trade fair for the wholesale marketing of 1980 footwear. Approximately 1500 delivery contracts involving almost 9000 specifications were drawn up in the course of the buying and selling between the 67 manufacturers and 75 buyers. The flow of trade-fair marketing documentation included data for the delivery of 7740 varieties of leather footwear models.

This entire flow of documentation passed through the computerized wholesale-marketing data-support system (ASIOYa) developed by specialists of Mintorg USSR's /Ministry of Trade of the Ukrainian SSR/ Ukrtorgsistemotekhnika technological planning institute in creative collaboration with Ukrobuv'prom of Minlegprom USSR /Ministry of Light Industry of the Ukrainian SSR/ and the republic's Vzuttya wholesale-retail firm.

It would be difficult to overestimate the importance of the utilization of computers in these trade fair marketing operations. The procedures involved in wholesale marketing operations entail a requirement for the processing of enormous volumes of trade and economic data. The complexity of the trade fair marketing system becomes greater with increases in quantity, in the variety of the product assortment and in the number of parties involved in the buying and selling operations. So the process of drawing up the documentation on the results of commercial transactions completed at the wholesale trade fairs is becoming with every passing year an increasingly laborious affair. In this connection, trade fair operations are coming to involve the participation of an ever increasing number of skilled specialists engaged principally in on-line data processing. Trading is extending over increasingly longer periods of time, while the processing of summary data is being prolonged into the post-fair period.

Under current conditions, the most constructive means of solving this problem has been the development of computer-based data reference systems.

The computerized wholesale-marketing data-support system (ASIOYa) was first tested at the republic's 1978 wholesale footwear-marketing trade fair. It is a special-purpose technical-organizational electronic data-processing system.

Automatic preparation of specifications for goods delivery contracts and monitoring of compliance with specified limitations with reference to volumes of buying and selling within the planned assortment are accomplished by means of the ASIOYa. What is referred to as an intermediate specification serves as the source documentation. This is a standardized form previously completed by the supplier. Using the fair's marketing code, all characteristics describing the footwear models offered are entered on the form on the basis of the manufacturer's item certification. The intermediate specification will serve as the basic document the buyer and seller work with in reaching their contract agreement. Upon the conclusion of their discussions, the intermediate specification is input into the machine, from which is then obtained an output document, the specification for the contract to purchase the goods.

Accomplishing this task by computer has made it possible to free up a considerable amount of time. The period of time given over to the trade fair has been cut almost in half. The tiresome manual labor involved in filling out the specifications in five copies has been virtually entirely eliminated, and the number of errors, which inevitably occur in the process of completing specifications by hand, has been sharply reduced. There is now more time for analysis and substantiation of decisions concerning the selection of models from among those offered for sale.

The new system makes it possible to maintain a working calendar record of the course of the fair's marketing operations as a whole as well as for each trading participant separately. In this instance, the contract register is the record printed out.

It contains the following information: contract number, the date the agreement was concluded, name of supplier, name of purchaser and total amount of the contract in thousands of rubles per quarter and for the year as a whole.

This information permits fair authorities daily monitoring of the course of marketing operations and of the legality of the contracts concluded from the point of view of compliance with the plan for administrative attachment.

ASIOYa has also "assumed" responsibility for calculating, on the basis of agreed upon product nomenclature, industrial association materials requirements for the coming planning year. The output document in this instance is a printout of leather goods demand in all categories. The availability of this information makes it possible for industry and trade representatives to make more solidly based calculations of the resources required for the production of the specified assortment of footwear, to monitor the legality and soundness of model substitutions and in a timely manner to modify production plans taking reserves into consideration and the basic pattern of raw material resource distribution.

Computerized operations have proven highly efficient means of compiling consolidated summary records of total purchases for each trading participant and for industry and trade associations as a whole. The end product in this instance is product list cards recording goods movement and for monitoring contract deliveries on the part of higher organizations. A product list card is issued for each variety of footwear and gives summary data concerning volumes of purchases of the specified item.

The information obtained as a result of the execution of these tasks is of great value in providing a data base for making decisions connected with the planning of production and deliveries and the exercise of current operational control of these processes.

Then finally, the computer prints out goods production schedules for each production association. This information makes it possible for the republic's Ukrobuv'prom industrial association and Vzuttya wholesale-retail firm to exercise regular operational control of the course of goods production and delivery operations and in a timely manner to make solidly based decisions with reference to controlling the assortment and quality of footwear products.

One of the system's unquestionable advantages is the fact that prior to the opening of the trade fair, those participating receive a product catalogue in the form of tabulated forms containing a complete list of the goods the production associations and enterprises plan for production in the coming year. Another printing of the product catalogue containing fuller and more accurate information is put out at the close of the fair.

What is referred to as the manufacturer's certificate provides the source data for compiling the catalogue. This is a standardized form completed for each model by the supplier prior to the opening of the trade fair. Thus, each model involved in marketing operations as a single unit is accompanied within the system by its own fair code, while the data base corresponding to this code contains the aggregate of consumption and production parameters for the given product as shown on its manufacturer's certificate.

The information contained in the product catalogue makes it possible for the fair committee, the buyers and higher-level industry and trade organizations to identify new production potential and eliminate discrepancies in draft plans. Trading organizations obtain a full picture of industry capabilities with reference to resources even before the opening of the fair. The information contained in the final printing of the catalogue characterizes the actual correspondence of the assortment offered to market requirements. Under these conditions, trade representatives are able to take all steps necessary to insure that an assortment presented more nearly corresponds to public demand.

The functions of the new system which have been mentioned insure the timely availability of data on the basis of which to develop industrial production plans in accordance with commercial orders and an ability to monitor the process of executing these plans.

The first phase of the system has thus made it possible to maintain for each enterprise a record of actual purchases of each specific model of footwear. It has now also become possible to identify optimum enterprise load capacities with respect to footwear production in accordance with commercial orders and to provide factories and associations with material on which to base requests to their own suppliers. A geography has been developed showing footwear use by model, type, variety and sex-age group for rayons, oblasts, cities and villages. Group data on footwear demand by republic has also become available, which now makes it possible to manipulate large quantities of goods with greater accuracy in conformity with local demand.

Utilization of the ASIOYa also permits more soundly based distribution of footwear production orders. While in previous years, prior to its use, there remained, as a rule, undistributed footwear to the tune of approximately 60-70 million rubles, in 1979 the republic saw all go for the draft production plan.

The computer is also being used to generate assortment cards, which Vzuttya association personnel use for an entire year. The firm's assortment division receives correlated information on which to base an analysis of industrial enterprise production loads, for monitoring the process of footwear production in conformity with purchases and for developing proposals based on the effects of prevailing market conditions. Summary data obtained on footwear marketed at the wholesale trade fair then provide a basis for preparing annual plans for both industry and trade.

Provision has been made for the data files generated by the ASIOYa to be updated and maintained in working condition throughout the entire post-fair period. In combination with other information, this data permits the development of a reliable data base for the republic footwear industry's computerized control system (ASU-Ukrobuv'prom).

On the other hand, periodic input of accounting data into the computer will make possible the computerized monitoring of the fulfillment of contract obligations with reference to deliveries of footwear in the assortment purchased. Reliable data are thereby available at any moment concerning the plan for the production of footwear in the assortment purchased taking into account all modifications of contract provisions made in the course of the year. It has also now become possible to monitor and competently redistribute the material resources for insuring the manufacture of products in the agreed upon assortment. Further development of the system opens up the possibility of maintaining a record of sales of each model of footwear in the retail system. This means a substantial increase in the controllability factor as related to the mass of goods on the market.

Calculations indicate an anticipated annual economic gain from the introduction of the ASIOYa in the republic's footwear trade alone of approximately 1 million rubles. Twelve hours is the maximum period of time required to obtain working machine printout, 7-10 days following the closing of the trade fair to receive all summary data. Times required for the execution of marketing transactions have been reduced. The burden imposed on participants has been cut roughly in half, which has made it possible to reduce substantially the number involved. The need has been eliminated for the operational and control groups with their 30 persons and the computation office with its 60.

It has been shown that, as an effective instrument, the computerized trade-fair data support system is contributing greatly to improving wholesale marketing operations, strengthening the economic ties between industry and trade and increasing the influence trading organizations may bring to bear on suppliers with a view to raising production and improving the quality and assortment of goods. Its introduction also opens up far-reaching possibilities for increasing the effectiveness of market research operations and contributes to improving the methods employed in collecting, processing and analyzing data on market conditions and specific groups of commodities. All of these things are important in the preparation of solidly based requests and orders for consumer goods production and delivery. This precisely is the task set in the decree of the CPSU Central Committee and the Council of Ministers of the USSR on "Improving Planning and Enhancing the Effect of the Management System on Increasing Production Efficiency and Work Quality."

It remains to be added that, after analyzing results of the operation of the first phase of the ASIOYa in the Ukraine, Mintorg SSSR's /Ministry of Trade of the USSR/ Interdepartmental Council on Consumer Demand Research has recognized it as to advantage to disseminate this fund of experience among the other union republics. The view has been expressed that in addition to footwear marketing, the new system should also be employed in conjunction with the holding of trade fairs for other groups of commodities. Of course with consideration of the special characteristics and scales involved, it is now important to develop a general-purpose computerized data-support system for inter-republic marketing operations as well.

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NEW PLANNING-DESIGN BUREAU FOR MANAGEMENT SYSTEMS SET UP

Tallin SOVETSKAYA ESTONIYA in Russian 30 Sep 79 p 2

/Discussion between Ye. Randmaa and bureau director Yulo Erikhovich Pyarnits: "Production Onto a Scientific Basis"/

/Text/ A new organization has been created within the republic's light industry, a bureau for the planning and design of management control systems.

At the editor's request, the bureau's director, Yulo Erikhovich Pyarnits, discussed its future operations and the tasks it has before it.

QUESTION: What has necessitated the creation of this organization, which, according to our information, is so far the only such organization, not only in the republic, but in the country as well?

ANSWER: Put in a nutshell, these condition have been dictated by life itself. As we all know, our economy has now developed to the point where further improvement in the management of the national economy has become a matter of special urgency.

This is also mentioned in the recent party and government decree on improving the operation of the economic mechanism. Among this mechanism's means of affecting the process of increasing production efficiency, a great deal of attention is being focused on improving the system of management and control. The development of our industry may provide an example in confirmation of this. Immeasurably greater demands are today being imposed on the organization of control within the industry as a whole as a single management system. This also applies to product quality and assortment control systems, which now must take ever increasing consumer demand into greater consideration. The decree devoted a great deal of attention to improving the social and personal aspects of enterprise operations as the most important prerequisite for increasing growth rates and improving work quality. Connected with this is the need to raise the level of professional training provided both supervisory and worker cadres and to develop at a more vigorous pace the means and methods required to increase the creative activity of our engineering and technical personnel. I have indicated only the most important from among a multitude of factors.

QUESTION: In this connection, what tasks above all does the organization have before it?

ANSWER: Our ultimate goal is the development of a control mechanism for the system as a whole, as well as for its individual services, which would realize the maximum return with the minimum expenditures of both material resources and human labor. We will be involved in all aspects of the process of improving management control; in conducting specific studies in the areas of economic development, problems of social and personal welfare and the scientific organization of labor; and in rendering concrete assistance to enterprises in solving these key problems. Remaining as before the primary organization in the area of the development and introduction of new equipment, new technology and the full mechanization of production will be the Mistra nonwoven goods scientific production association.

QUESTION: What about improving control on the basis of the application of econometrics and the employment of computer hardware?

ANSWER: This is one of the key areas of the work we have before us. The scientific-technical revolution has made it possible to isolate out very precisely the fraction of human participation in social production, and the calculation and analysis of this factor is coming to be of primary importance. The automatic system amounts today to the gathering of data and the selection of the optimum production-related solutions. Tomorrow we may rightly expect that an ASU [automated data management system] will help us utilize the same information for solving management and control problems.

QUESTION: Who are the specialists who will be engaged in the solution of these difficult problems?

ANSWER: The new bureau has been created on the base of the Center for the Scientific Organization of Labor and Management and the Computation Center of the Ministry of Light Industry, with the involvement of several other services from the Mistra association.

The work of the Center for NOT [Scientific Organization of Labor] and the Computation Center has succeeded in winning recognition within the republic and beyond its borders as well. It would be no exaggeration to say that the achievements of our leading enterprises are due in no small measure to this work, since the ministry itself attaches special importance to the scientific organization of labor and management.

As we pointed out at the beginning of our conversation, this is the first such organization in the country; and the Ministry of Light Industry of the USSR is inclined to view it as a unique experiment. We have now to demonstrate the fruitfulness and timeliness of this experiment by our practical activities.

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ZHURIKOV ON THE ROLE OF WAGE RATES FOR KOLKHOZ WORKERS

Moscow EKONOMICHESKAYA GAZETA in Russian No 45, Nov 79 p 19

[Article by V. Zhurikov, Chief of the Main Administration for Labor and Social Questions, USSR Ministry of Agriculture, under rubric "Economic Work in the Countryside": "The Role of Wage Rates"]

> [Text] At one time the Presidium of the Union Council of Kolkhozes considered the question of the condition of the payment of labor performed by kolkhoz members and the experience of introducing increased wage rates on the level of paying for the labor performed by sovkhoz workers. Our correspondent requested the Chief of the Main Administration for Labor and Social Questions, USSR Ministry of Agriculture, V. Zhurikov, to describe in detail the practical situation with regard to the changeover of the kolkhozes to the new increased wage rates.

On many kolkhozes, realistic conditions have been created for changing over to the new wage rates. However, at the present time they are being employed on far from all the farms. The work of changing the kolkhoz members to the new wage rates has been well organized on the kolkhozes of Estonia, where all the farms pay for the labor performed by the kolkhoz members by taking into consideration the level of payment for the labor performed by sovkhoz workers. In Uzbek SSR 60 percent of the kolkhozes already operate on this basis.

Experience that deserves attention has been achieved in Belorussia, where, on kolkhozes with an insufficient level of development of the economy, not all the kolkhoz members are being converted to the new wage rates simultaneously, but instead the workers in the leading occupations first. Similar work is being carried out on the farms in Lithuania, Moldavia, the Ukraine, and a number of oblasts in the Russian Federation.

At the same time, in Latvia, Turkmenia, Krasnodarskiy Kray, and Voronezhskaya, Saratovskaya, and Belgorodskaya Oblasts, the changeover of the kolkhoz members to the increased wage and salary rates, proceeding from the indicated minimum, is being carried out slowly, although a considerable number of kolkhozes have the realistic economic opportunities for this.

Many kolkhoz councils, in our opinion, do not engage sufficiently in questions of raising the economy of kolkhoz production or improving the system of providing material incentives for labor, and have not been introducing the technically substantiated individual-output norms. The Presidium of the Union Council of Kolkhozes recommended to the republic-level kolkhoz councils that they take the necessary steps for the further improvement of the work involved in raising the economy of kolkhoz production, in improving the payment of labor, and in introducing new wage rates on kolkhozes. It was proposed the the changeover of the kolkhoz members to the new wage rates be begun first of all with the workers in the leading occupations.

In order to reinforce the kolkhoz economy and to raise the level of payment for the labor performed by the kolkhoz members, it is recommended that use be made of a differentiation of purchase prices for agricultural output within the union republics by zones, oblasts, rayons, and farms, as well as other measures aimed at equalizing the economic conditions of production.

Special attention should be directed at intensifying the supervision of the correctness of the application of the recommendations concerning the payment of labor performed on sovkhozes, and also to carrying out a regular consideration, at sessions of the republic, kray, oblast, and rayon kolkhoz councils, of the questions involving the material self-interestedness of the kolkhoz members.

The level of payment for labor performed by kolkhoz workers which has developed at the present time in a number of union republics is lagging behind the level of payment of the labor performed by the sovkhoz workers. This is explained, on the one hand, by the lower labor productivity, as compared with that on sovkhozes, and by the lesser employment rate of the kolkhoz members in social production, and, on the other hand, by the insufficient attention paid by the managers of individual agricultural agencies and kolkhozes to questions of the further improvement of the material incentives provided to kolkhoz members on the basis of increasing the effectiveness of production.

The introduction of the new increased wage rates on kolkhozes must necessarily be linked with the development and implementation of a series of organizational-technical measures for developing production and for reinforcing the farm economy, and for locating additional sources of funds for increasing the payment of labor performed by the kolkhoz members. Factors of particular importance are the more effective use of the land, technology, and mineral fertilizers; the improvement of the organization and administration of production; the development of specialization and concentration; the systematization of labor norms; and the maximum use of other reserves.

Computations indicate that the new wage rates can be used by kolkhozes which currently pay, for each man-day that has been worked, five rubles or more. However, on a number of farms, instead of systematizing the payment by increasing the role of the wage rate, considerable funds are expended to pay for various kinds of differentials and additional payments, and the attempt is made to equalize arbitrarily the distribution of part of the net income per ruble of wages.

For example, 70 percent of the kolkhozes in Turkmenia and 85 percent of the kolkhozes in Latvia pay, per man-day, more than five rubles, but the new wage rates are being employed on far from all the farms. The same situation prevails on many farms in a number of other republics.

The new wage rates, in our opinion, should also be introduced on the economically weak kolkhozes. But this would require the more active carrying out of work to equalize the economic conditions of production on the farms having soils that have different degrees of fertility and other dissimilar factors of management.

For the partial redistribution of the income among the kolkhozes, one can use the experience of Lithuanian SSR, where, for many years, use has been made of the differentiation of the purchase prices of products of animal husbandry by zones, rayons, and farms. That made it possible to eliminate the loss rate, to equalize the total profitability of production on the kolkhozes of all the zones, and to increase the material incentives on the farms located under worse natural and economic conditions.

The introduction of the new wage rates reveals the necessity of devoting more attention to the correct distribution of public income, to the observance of economy measures, and to the intensification of the link between payment and the final results of production.

Unfortunately, a considerable number of farms have been violating the instructions pertaining to the material incentives and the establishment of labor norms, and there have been instances of underpayments and overpayments to the kolkhoz members for work that has been fulfilled.

For example, in conformity with the existing recommendations, the payment of the labor performed by tractor operator-mechanics who are employed in repair, farm, and horse-and-manual operations, must be done according to the rate in Category III of the wage scale for tractor operator-mechanics. However, certain kolkhozes pay for their labor in these operations on the basis of the rates for work to be fulfilled. As a result, considerable amounts of money are underpaid to the mechanizers. For example, this was the reason why tractor operator-mechanics on the Krasnyy Signal Kolkhoz, Pochepskiy Rayon, Bryanskaya Oblast, were underpaid 3000 rubles, and the mechanizers on the Slava Kolkhoz, Kletnyanskiy Rayon, Bryanskaya Oblast, were underpaid 9000 rubles.

Frequently an incorrect determination is made of the work longevity of the tractor operator-mechanics and the wage increases based on longevity are imprecisely established. For example, on a number of kolkhozes in Kirgizia, the wage increase on the wages paid to mechanizers on the basis of their longevity is computed in a lesser amount that is stipulated by the recommendations, and on the Pobeda Kolkhoz, Leninopolskiy Rayon, it is not paid at all. On the Kolkhoz imeni Karl Marx, Kara-Suyskiy Rayon, Oshskaya Oblast, the wage increase for longevity is computed for the wages without taking into consideration the days off, the wage increases for proficiency level, or the additional payments for output. On individual kolkhozes, no use is made of the established measures for encouraging the tractor operators to keep the technology in good working order, to increase the service life of the tractors and combines, or to save fuel and lubricants.

Inspections have established shortcomings also in the establishment of labor norms for kolkhoz members. The technically substantiated individual-output norms are still being introduced slowly, and the use of lowered norms is leading to a considerably overexpenditure of manpower and funds to pay for it. For example, on the Moskva Kolkhoz, Karakumskiy Rayon, Maryyskaya Oblast, Turken SSR, the reduction of the individual-output norms in cotton-growing led to an overexpenditure of 25,000 norm-shifts and to the excessive payment of funds for wages, in the amount of 82,400 rubles. Instances such as this are encountered on other farms as well.

One of the leading categories of workers on kolkhozes is the category of animal husbandrymen. But the process of raising their proficiency level and awarding them the title of "Expert Animal Husbandryman," Classes I and II, which enables them to receive an increase in their wages, has been organized on very few farms. It is not by accident that the share of the animal husbandrymen who have this title is lower on kolkhozes than it is on sovkhozes. The questions of improving the organization, norms, and payment of the labor performed by kolkhoz members must be given more attention by the agricultural administrators and specialists.

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TRANSPORTATION

MINISTRY OF RAILWAYS CALLS FOR IMPROVED RAILROAD PERFORMANCE

Railroad Performance in Winter

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 2 Nov 79 p 1

[Article by A. Shramov, chief engineer of the Main Freight Administration of the Ministry of Railways: "Winter, a Car in Tupik"]

[Text] The first few weeks of early winter pose the following problem for the managers of enterprises: to check out whether or not the transportation and supply departments are ready for operations under the conditions of low temperatures and heavy snowfalls.

Last winter a considerable portion of the rolling stock "sat" for a long time on sidings. On certain days last winter as many as 40,000 railroad cars remained unloaded at industrial enterprises. For example, some 20 half-loaded cars remained standing idle at the gate of the Novolipetsk Metallurgical Plant for many weeks. The same scene could be witnessed at a number of metallurgical plants in the Donbass, the Urals, Western Siberia, and at many enterprises of the chemical industry and those of non-ferrous metallurgy. These unforeseen delays brought about an acute shortage of railroad cars and dragged after them a chain of serious disruptions in the supply of raw materials and fuel to enterprises, construction sites, and electric power plants.

But how should all these harsh lessons be considered now? During the second and third quarters together with the sectorial ministries and the managers of enterprises and organizations developed and implemented measures aimed at increasing the readiness of enterprises sidings and stations to take part in operations under winter conditions. Joint checks of the transportation and supply department as well as the rolling stock have permitted the disclosure and elimination of deficiencies in good time. The enterprises served by the Southern Urals Railroad have prepared their own departments particularly well for winter. The labor cooperation between the industrial enterprises and the railroad workers, as approved by the CPSU Central Committee, helped in this instance as well: over the summer here they were able to eliminate the consequences of lags which had been allowed in January and February, while on the whole the total railroad car idleness on this line has been reduced by 0.2 hours in comparison with last year. There are also other examples of a high degree of preparedness on the part of enterprises' transportation workshops towards overcoming winter difficulties. By today some 70 percent of the sidings have been recognized as suitable for operation during the present winter.

The remaining 30 percent, however, are a cause for very well-founded anxiety. The managers of the transportation workshops of these enterprises have inadmissably delayed the resolution of urgent problems. Strangely enough, the Novolipetskiy Metallurgical Plant is "in the lead" now also among those which are lagging behind. Despite the fact that a certain amount of preparatory, pre-winter work has been carried out there, the track system and the rolling stock, car dumpers, garages, and defrosters have not been fully reparied. In selective checking during just two 10-day periods we registered 20 instances when cars were derailed at sidings. And in all because of various operational problems last month the Novolipetskiy Plant was unable to accept and unload more than 20 trains with scrap metal, flux, and other metallic raw material. Is it possible that the Novolipetskiy metallurgists intend to work during the winter with such "work in progress?"

No less serious are the defects in the transportation workshops of the Cherepovetskiy, Kommunarskiy, Yenakievskiy, Makeevskiy imeni Kirov, Zhdanovskiy "Azovstal'," and imeni Il'ich Metallurgical Plants, as well as the Nizhnetagil'skiy, and Kuznetskiy Metallurgical Combines.

The sidings have been poorly prepared at a number of the most important chemical industrial enterprises: the Balakovskiy and Cherepovetskiy Chemical Plants, as well as the "Azot" Novgorod Production Association. At the Uvarovskiy Chemical Plant the transportation system does not at all correspond to the actual volumes of work, and the railroad car idle times there exceed the norm by a factor of 4.5.

One cannot help think: why don't the managers of these plants and associations take effective measures to unplug such "bottlenecks"? Moreover, even the enterprises themselves undergo considerable financial losses from the fact that at critical phases they are lacking in a regular supply of raw material, fuel, and other materials.... In our opinion one of the basic causes—which has become common—is regarding the transportation workshops as secondary sections.

The July decree of the CPSU Central Committee and the USSR Council of Ministers with regard to improving planning and improving the economic mechanism provides for the development of measures designed to improve the transportation process. Obviously, special attention must be paid to increasing the responsibility of industrial enterprise managers for the development of plant transportation workshops. This is important because more than 80 percent of all freight-handling operations carried out on railroads are conducted on sidings.

Railroad System Improvements Needed

Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 23 Oct 79 p 2

[Article by B. Morozov, deputy Minister of Railways: "Reserves of Great Speed"]

[Text] In order to satisfy the needs of the national economy, railroad transportation must be developed by surpassingly high rates. And it must even have a certain reserve for steady operations during the heightened seasonal hauls, for example, of agricultural produce and passengers.

Under present-day conditions this can be achieved only on the basis of a high level of organization and the technical machine-worker ratio in all branches of railroad transportation. And we must say that at the present time the network is being supplied more and more with new, up-to-date equipment. Embarking upon the steel main lines are high-capacity, reliable locomotives which make it possible to increase the speed and the weight of the trains, thereby facilitating not only an increase in the traffic capacity of the sections but also a reduction in the time periods required to deliver goods to the customer. Today, at the initiative of groups on the Moscow Railroad, locomotive engineers have already begun to drive rolling stocks weighing up to 6,000 tons, which is more than 1 1/2 times greater than was the case, let's say, 2 or 3 years ago. The possibilities for rolling stock have been expanded considerably. Industry is supplying transport with all-metal railroad cars with wheel pairs mounted on roller bearings and underfram running trucks of improved design, capable of guaranteeing a speed of up to 120 km per hour. The products list of cars for delivering special goods has been expanded. The machine-builder are set to produce two-tier flatcars, rolling stock for hauling cement, grain, livestock products, etc. Also solved for us is such a problem, so important for the national economy, as transporting large-scale items of heavy industry and electric power engineering: today we have at our disposal transport cars which can deliver to a designated place structural elements weighing as much as 450 tons. And the track itself has become stronger. Now being laid on 85 percent of its length are heavy types of rails on a crushed-rock base; these allow to put through heavy-weight rolling stocks with increased speeds on such sections.

In a word, progress in railroad transportation is obvious. Nevertheless, despite the over-all growth in the technical efficiency of the steel main lines, the status on a number of sections is not entirely favorable. And in first place in the most important link is track maintenance, whose share in the sum total of the fixed capital of railroad transportation amounts to almost 55 percent. And it is hardly necessary to convince anybody of the fact that the success of the entire hauling process depends, to a large extent, on the condition of the track and the level of its maintenance. But the technical efficiency of the track system lags far behind the growth of freight density. Thus, if this indicator increased during the past 10 years by a factor of 1.5, the level of track maintenance mechanization increased by only 27 percent. At present, for example, 63 percent of the operations carried out by trackworkers in order to daily maintain the steel main lines in a normal condition are performed manually. The lack of prestige in such labor has led to a significant outflow of workers, especially among youth, from this branch of railroad transport, where some half a million persons are employed today in unskilled labor.

In the conditions which have taken shape the sole way out has been provided for precisely--the mechanization of track repair and maintenance, the radical break-up of obsolete technology in performing track operations. And we are ready for it. The Main Track Administration of the Ministry of Railways has at its disposal the design documentation for manufacturing a number of highly efficient track machines and mechanisms. But a high-capacity production base is necessary for this. But such a base, unfortunately, does not exist on the scale in which it was envisaged. The Ministry of Railways has been compelled to employ its own efforts to manufacture certain extremely necessary equipment at its own enterprises, which were intended for completely different purposes--the repair of equipment. In these enterprises we are making leveling machines using the Balashenko system, semiautomated lines for assembling and disassembling a track grid, hopper-batchers, and other mechanisms. However, the nonspecialized enterprises of the Ministry of Railways are capable of manufacturing only a number of units of such machines, while hundreds of them are needed each year. It is not hard to imagine how many persons could be freed from heavy physical labor, if, for example, just one rubble-clearing machine of the "BMS" type, which is being manufactured in small quantities by our Poltava Diesel Locomotive Repair Plant, can replace more than 300 persons....

People could object as follows: but how can this be so since there exists a special Ministry of Heavy and Transport Machine Building? Unfortunately, this ministry satisfies the railroad workers' demand for track mechanization by an average of 30-35 percent.

But why did it turn out this way?

Over the period of the last 11 years several solutions of this problem have been adopted. According to one of these solutions, the Ministry of Heavy and Transport Machine Building by the end of 1970 was supposed to have been basically finished with the modernization of the Kirovskiy Machine-Building plant imeni 1 May, the Tikhoretskiy Heavy Track Machine Plant imeni Vorovskiy, the Engel'sskiy Transport Machine-Building Plant, and the Tula Railraod Machine-Building Plant imeni Kalinin, turning out equipment for trackworkers. Furthermore, this ministry was supposed to present proposals concerning the construction of a new enterprise and the creation of an integrated scientific research and technical planning institute. As we have seen, it was planned to create a consolidated scientific, experimental design, and industrial base for track machine building. But all these fine ideas have remained still just ideas: the institute was not created, the new plant was not built, and the modernization of the enterprises was not carried out in the planned volume.

Subsequently as well the Ministry of Heavy and Transport Machine Building pledged to develop these possibilities on several occasions. In the decree of the CPSU Central Committee and the USSR Council of Ministers, "On Measures To Develop Railroad Transportation during the Period 1976--1980" it was indicated again that work would be completed on modernizing the Kirovskiy, Engel'sskiy, Tul'skiy, and Tikhoretskiy Plants, as well as the Kaluzhskiy Machine-Building and Transport Machine-Building Plants. Unfortunately, even this decision has not been carried out. At Tikhoretskiy, for example, up to now not half of what was intended has been completed. And it was there that everything should have been finished during the current year. In the drafts of their own plans the Ministry of Heavy and Transport Machine Building in general outlined its intention to finish building the Tikhoretskiy Plant only at the end of the 11th Five-Year Plan. The decree provided for the beginning from this year on of the erection and first phase of a new enterprise, but this task has not been carried out.

Disturbed by this situation, our ministry has on several occasions addressed a demand to the Ministry of Heavy and Transport Machine Building and USSR Gosplan that the tasks set by the party and the government be carried out. More than once we have met with the responsible officials of the Ministry of Heavy and Transport Machine Building and have taken decisions agreed upon jointly with them, but the cart, as the saying goes, is stuck there. Thus, in 1975 we together worked out a coordinated plan for creating and developing new types of production and highly reliable track machines. It was precisely outlined as to who, what, and when things were to be done. And what were the results. For the most part, this plan has not been fulfilled.

A weak production base is, naturally, incapable of supplying the rapidly growing needs for track equipment. The most labor-consuming and complicated operation within the complex of operations is straightening out the tracks with respect to both grade and cross-section. In due course a licence was purchased to produce highly productive machines, completely mechanizing and automating these processes. And already by the end of the current five-year plan the Ministry of Heavy and Transport Machine Building was obliged to sharply step up the production of these machines. But let's examine how they have carried out their tasks. In 1978 the Ministry of Heavy and Transport Machine Building reduced its plan in this field by more than half, in 1979 by a factor of more than 3.5, while in 1980 it is planned to "cut" its assignment by more than a fourth.

Nor is everything well with regard to equipment quality. The straightening and driving units being turned out by the Kaluzhskiy and Kirovskiy Machine-Building Plants stand idle for a long time on the railroad tracks because of their poor reliability and the long periods of time required for start-up and adjustment operations. Thus, during the current year 30 machines were received, but only 20 were put into operation. Moreover, the manufacturing plants have not yet put into operation five units which were made back in 1978. Some of them stood idle for 10-11 months, while plant defects were being eliminated. At the Moscow Railroad Terminus alone the total down time of such machines comprised more than 300 work days. The pool of track machines also has a great deal of idle time because of a lack of spare parts for them: hydraulic systems, transmissions, driving units, etc.

The models of track equipment are being modernized with extreme slowness. Many new machines await their turn for years on the plant's assembly line. In 1974, for example, successful tests were run on the "VPO-2-3000" straightening-driving-finishing machine. With regard to many indicators it is better than the model which is now being produced. But even now we still do not know whether or not it will be manufactured on a regular basis. For more than five years we have not been able to come to any kind of agreement with the Ministry of Heavy and Transport Machine Building with regard to the manufacture of the "ShchOM-Zu" rubble-clearing unit, the Balashenko snow-and-dirt-clearing machine, the "SS-1M" planing and snow-clearing machine, or the snow-clearing rotary-cutter, which is 10 times as productive as the models now being produced.

This mournful list could be continued. It is more important, however, to note the following: if the machine builders do not guarantee surpassing rates of production in turning out the needed machines, then, as calculations have shown, given the proposed growth in freight turnover, it will be necessary to double the staff of track workers; but this is impossible for practical reasons.

Already now on approximately one-third of the railroads for various reasons --among which the shortage of equipment is one of the most serious--the trains are moving more slowly than they could. According to the calculations of economists the national economy is losing about 40 million rubles a year for this reason. That amounts to approximately one-half of the total amount which has been provided for developing the capacities of track machine building for the entire current five-year plan!

2384
CSO: 1823

TRANSPORTATION

NEW SUPER-EXPRESS TRAIN ER-200

Moscow IZVESTIYA in Russian 17 Nov 79 p 1

[Article by V. Petrov, correspondent of OKITABR'SKAYA MAGISTRAL': "The ER-200 Hurries to Moscow: First Passenger Run by the High-Speed Super Express"]

[Text] This silvery-light-blue train, which on 16 November stood by one of the platforms of the Moscow Station in Leningrad, was attracting the attention of many passengers. The color of the train was unusual, and it had eight long cars.

"Can this possibly be a passenger train?" curious people were asking. Before us indeed was the new ER-200 (Electric Train Riga) passenger express. It can develop a speed of 200 km per hour.

As early as 1976 the Leningrad railroad workers proceeded to subject it to all kinds of tests. In the beginning, as is established practice, these were done without passengers. They tested literally everything--the traction-power units, the automatic apparatus, the strength properties of the cars, the brake systems, the purity of the air in the cars, and the sanitary facilities.

At the end of October the authoritative commission, after studying the results of all these tests, gave the "okay" for the first run with passengers aboard. By this time the main cars of the ER-200 had "piled up" about 100,000 km in experimental runs. The reserves are reliable, allowing the maximum load to be applied to each unit and to every little screw.

Half an hour before its departure the ER-200 began to take on its passengers. Carpeted floors, walls finished in plastic of pleasant color tons, luminescent lighting, high, soft chairs, fresh air coming in through conditioners--this is what they found "on board" the super-express.

While the people were settling in to the 64-seat cars, we chatted with B. Belokosov, deputy chief of the Oktyabr' Railroad.

"In order to better regulate the flow of passengers, which is increasing from year to year, we must increase the speed of trains. And the passengers will like it if, for example, the ER-200 takes them from Leningrad to Moscow not in 7 or 8 hours, as at present, but rather in 3 hours and 50 minutes."

Engineer First-Class A. Marin lets out a prolonged whistle. At exactly 12:50 a.m. the new train "sets out" for the capital of our Motherland.

In the first car, where the test people were sitting along with the creators of the ER-200, locomotive service workers, repairmen, and journalists, an electronic display-panel was located in a prominent place. Green figures began to "jump out" on it: 96...142...159.... The super-express tore along farther and farther, but within the cars there was only an even kind of swaying, while the forests, fields, and houses along the railroad merged together outside the windows. All of this told us that we were traveling at a high rate of speed.

Assistant Engineer G. Shishkov declared the following: "It's easy to drive this train. I have become convinced of that after three years of tests. We even have an automatic engineer. If you switch it on, everything will be handled automatically. In a word, it is a powerful, up-to-date, reliable machine, and it has a great future."

The ER-200, in whose creation almost 50 Soviet organizations and enterprises of the USSR Ministry of Railways took part, is the first in the system of high-speed traffic in railroad transportation. Before too much more time passes, similar passenger runs will take place on a regular basis.

On 17 November the ER-200, having taken on passengers in Moscow, sets out on its return trip--to the city on the banks of the Neva River.

2384
CSO: 1823

SUMMARY OF OCTOBER TRAIN TRAFFIC

Moscow GUDOK in Russian 17 Nov 79 p 2

[Article: "Adhering to the Schedule"]

[Text] Throughout the network as a whole in October 97.6 percent of long-distance the local and 99.2 percent of suburban passenger trains were dispatched on schedule. Their traffic was well organized on the Zabaykal'skaya, Donetskaya, Belorussian, Baltic, Oktyabr', Zakavkazskaya, and Yugo-Vostochnaya Railroads.

A total of 493 passenger trains were dispatched late on the Zapadno-Sibirskaya, Sverdlovskaya, and Kermerovskaya Railroads.

A 100-percent adherence to the schedule by passenger trains was provided only by the Baykalo-Amurskaya group. The passenger-train schedules were observed on the Oktyabr', Baltic, Yugo-Zapadnaya, Belorussian, Dnieper, and Moldavian Railroads. As compared to the corresponding period of last year there was an improvement in passenger-train traffic on the Severo-Kavkazskaya and Alma-Atinskaya Railroads.

This could not be said about the groups of the Zapadno-Sibirskaya, Kemerovskaya, Azerbaijan, and Yuzhno-Ural'skaya Railroads. The latenesses of passenger trains here were caused by serious deficiencies in the repair and maintenance of tracks, locomotives, and cars. The failure on the part of stations, divisions, and railroads to receive trains also had an effect.

Passenger trains coming in late from neighboring railroads, to a considerable extent, complicated their on-schedule traffic on the Zakavkazskaya, Donetskaya, Zapadno-Kazakhstanskaya, Kuybyshevskaya, and Moscow Railroads.

The traffic schedule for freight trains was adhered to by 78.7 percent throughout the network as a whole. More than 90 percent of them kept to their schedules on the Moldavian, Dnieper, Belorussian, and Gor'kovskaya Railroads. As compared to the corresponding period of last year, adherence to the schedule was improved on the Baltic, Moscow, Gor'kovskaya, Severnoy, Yugo-Zapadnaya, and Servero-Kavkazskaya Railroads. First place for a precise organization of their traffic was won by the Dnieper Railroad.

On a number of railroads, primarily on the Tselinnaya, Yuzhno-Ural'skaya, and Zapadno-Sibirskaya, the level of traffic adhering to the schedule was somewhat lower than in October of last year. This was caused by deficiencies in the maintenance of locomotives, cars, and tracks, as well as by the nonreception of trains by stations, divisions, and railroads.

2384
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END

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TRADE AND SERVICES

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DECREE OF USSR COUNCIL OF MINISTERS ON USE OF PROFITS OF EDUCATIONAL FARMS

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL'STVA SSSR in Russian No 25, 1979 pp 575-577

[Decree of the USSR Council of Ministers on the Use of Profits from the Production Work of Educational Farms of Rural Vocational-Technical Schools]

[Text] The USSR Council of Ministers decrees:

1. To adopt a proposal of the USSR State Committee for Vocational and Technical Education, coordinated with Gosplan SSR, USSR State Committee for Labor and Social Problems, USSR Ministry of Finance and USSR Ministry of Justice, on changing beginning in 1979 the manner of using profits obtained from the production work of educational farms of rural vocational and technical schools left at the disposal of these schools, bearing in mind to allocate:

(a) 85 percent of the profits--for the expansion and strengthening of the material-technical base of schools, capital outlays on the development of educational farms, construction of dormitories and residential buildings, as well as animal-husbandry farms and other production facilities for the schools, for the forming of a herd;

(b) 15 percent--for the improvement of cultural-everyday services of students and the material incentive of the school and educational-farm personnel.

2. For the USSR State Committee for Vocational and Technical Education jointly with the USSR State Committee for Labor and Social Problems, USSR Ministry of Finance and AUCCTU to work out in a 3-month period and to approve a statute on the manner of bonus payments to personnel of rural vocational-technical schools and educational farms from part of the profits stipulated in subparagraph "a" of paragraph 1 of the present decree.

3. To grant the right to councils of ministers of union republics to redistribute a part of the profits specified in subparagraph "a" of

paragraph 1 of the present decree.

4. To consider as no longer in force:

paragraph 7 of Regulation No 5345 of the USSR Council of Ministers of 3 September 1956 and paragraph 3 of Decree No 410 of the USSR Council of Ministers of 10 May 1967 "On Measures for Provision of Agriculture with Qualified Cadres of Machine Operators," with retention for 1979-1980 of the operation of these paragraphs with respect to tekhnikums of the USSR State Committee for Vocational and Technical Education in conformity with regulations No 1307 of the USSR Council of Ministers of 29 June 1973 and No 2140 of 18 September 1975;

Regulation No 2259 of the USSR Council of Ministers of 26 October 1964;

paragraph 5 of Regulation No 333 of the USSR Council of Ministers of 14 May 1970 "On Measures for Further Expansion of Training of Cadres of Machine Operators for Agriculture";

Regulation No 2282 of the USSR Council of Ministers of 21 October 1971;

Regulation No 2140 of the USSR Council of Ministers of 18 September 1975 in the part relating to leaving of profits obtained from the production activity of educational farms at the disposal of rural vocational-technical schools and the manner of their use.

Deputy Chairman of the USSR Council of Ministers N. Tikhonov

Administrator of the USSR Council of Ministers M. Smirtyukov

Moscow, Kremlin, 12 September 1979, No 867

7697
CSO: 1823

TRANSPORTATION

IL-86, AN-28 TECHNICAL, PRODUCTION DATA GIVEN

Warsaw ZYCIE GOSPODARCZE in Polish No 47, 25 Nov 79 p 13

[Article by Franciszek Krzysztofiak: "Airbus before the Gates"]

[Text] Two years ago an understanding was signed by the governments of Poland and the Soviet Union concerning the cooperative collaboration of the aviation industries of both states. It was anticipated in this understanding that: "Poland will activate its production in the years 1977-1980 based on Soviet documentation and will insure delivery to the USSR of systems and units for the IL-86 airbus transport plane. In exchange, while the understanding is in force, the USSR will insure delivery to Poland of IL-86 planes and other aviation technology products." One year later, a successive understanding was signed in Warsaw concerning Poland's undertaking of production of a passenger plane for local transport, the AN-28.

And behold, on November 15, and thus unusually quickly, before these documents had had a chance to become old, both aircraft could be seen at Warsaw's Okecie airfield. Let us introduce them in several sentences.

The IL-86 is a plane capable of transporting 350 passengers at a range of 5,800 km, with an average speed of 900-950 km/hour. Let the following technical data attest to its size: a maximum starting weight of 206 tons, a wing span of 48 m, length of 59 m, height of 15 m, four turbojet engines below the wings, each with a 13,000 kilogram-force of thrust. In a word, it is a flying elephant. At the present time it is in its final phase of state trials in the USSR. Four prototypes of it are already flying, the first of which has already made 585 flights. It is, as its designers insure, an exceptionally safe aircraft. All the systems determining flight safety have been multiplied. For example, the plane is equipped with a triple control system and with quadruple hermetic climitization systems.

Poland--inasmuch as our Aviation and Motor Industry Association the "Polish Aviation Works" (PZL) will take part in producing the airbus by manufacturing such complexes as the empennage (or, popularly speaking, the "tail" of the plane), wing mechanisms, and engine rigging--will be the country which will get the first IL-86 earmarked for export. As it is anticipated, the first airbus bearing the Polish Air Lines (PLL) "Lot" colors will be flying by the year 1981.

The AN-28 looks like a miniature next to the airbus. It carries barely 17 passengers and is earmarked for local transport. In connection with this use, a two-motor engine was constructed so that the plane can take off from small grassy airfields lacking concrete zones. At a 1,300 km range it builds up a speed of 300-350 km/hour. The AN-28 is supposed to replace the popular "Antka" (the AN-2) in the USSR for short flights, and in Poland, where it will be built, it is intended to constitute the basis of intervoivodship air transport. How very necessary this type of aircraft is for Poland can be attested to if only the fact that the "Antka" planes in the Soviet Union make 40 percent of the passenger flights, and this form of travel is considerably more widespread than in Poland. In our country, the airplane cannot as yet compete effectively with the railroad, at the least on account of the fact that the network of domestic airlines connections is sparse and that airfields and airplane parks are lacking. The AN-28 has every chance of insuring air connections with even small towns. I had occasion to certify the versatility of this aircraft (for example, the passenger seats fold up into the walls, creating ample space for freight) and its flight training value (its unusually short take-off run, its maneuverability) during air shows organized at Okecie. It is anticipated that the Mielec Transportation Equipment Plant will manufacture about 200 of this type of aircraft annually, with provision made for Poland and the Soviet recipient.

At the present time we are known in the world as a producer of helicopters, light planes and gliders. Most often there is no trouble selling them (we are speaking of course about sales for export, for domestic recipients--air clubs--are unfortunately treated carelessly), since our aircraft are known in the East and the West. What prevailed on us Poles to engage in the cooperative production of passenger giants? Was it merely the possibility of purchasing them later for the PLL "Lot"? The Minister of the machine engineering industry Aleksander Kopec responded to this question during a press conference on the flight deck of the IL-86. In wanting to build good small planes, we have to master the technology utilized in the construction of large planes--this is the most succinct way of presenting the guiding thought of his utterance. To produce the elements to be supplied to our Soviet partner, we had to master 80 new technologies, including, among others, titanium working, metal gluing, and processing of laminates. All the experience which the Polish engineers and technicians will gain will prove profitable in their own construction solutions. The costs incurred for know-how, although they have been substantial, have permitted an assurance to the Polish aviation industry of stable development for at least 10 years. And that counts for a lot in a situation on the world market when it is known that Western firms with rich traditions are struggling with serious troubles.

So much for the subject of fortifying the heart of the show of implements and capabilities of people sitting down at the controls. Being filled with sincere admiration for the achievements of the Polish aviation industry and of its fruitful collaboration with its experienced partners, I wonder only what will happen at Warsaw's Okecie airfield, or in Gdansk-Rebiechowa, when the 350-passenger airbuses are landing there. There is no doubt--it will be crowded.

8729
CSO: 2600

NEED TO IMPROVE REGULARITY OF FLIGHTS CITED

Moscow VOZDUSHNYY TRANSPORT in Russian 27 Nov 79 p 1

/Editorial: "Flight Regularity--the Face of the Industry"/

/Text/ The joint decree of the CPSU Central Committee and the USSR Council of Ministers "On improving the planning and reinforcing the influence of the economic mechanism on increasing production efficiency and work quality" once again stresses the necessity of "...bringing about significant improvement in the efficiency of public production, accelerating scientific and technical progress and an increase in labor productivity, and improving the quality of output..."

For our industry, one of the most important qualitative indicators of production activity is flight regularity. Aviators of the East Siberian, Arkhangel'sk, and Leningrad administrations and the Latvian, Lithuanian and Estonian republic production associations are successfully carrying on the struggle for fulfillment of this indicator.

As a whole, the regularity of aircraft departures over 10 months in accordance with the central schedule was 77.7 percent, that is, nearly 2 percent less than during the same period last year. In terms of figures this means more than 80,000 initial delays, 19 percent of which are completely dependent on shortcomings in the work of services which ready aircraft for flight. Among these, the IAS /Air Force Engineer Service/ accounts for more than 35 percent and the SOP /flight operations support service/ accounts for more than 18 percent. And, indeed, a 1 percent improvement in regularity means the prevention of 4,000 delays. This is millions of rubles in profit.

We attribute a considerable number of the delays to other departments. True, the number of delays was reduced with the introduction of the regulation on the overall maintenance of regularity and a classifier of violations. Nevertheless, the number of violations attributed to the Ministry of Communications, for example, totaled about 1,500. This figure can be reduced, of course. As an example, the number of delays in the Georgian and Ukrainian administrations because of late mail delivery has been reduced. The management of the administrations worked appropriately with representatives of the republic's communications organs. Experience such as this should be utilized by other administrations as well.

There were a large number of delays because of unfavorable weather conditions. They made up 70 percent of the total number of delays. But the situation could have been improved here as well, if all the opportunities for flights under reduced weather minimums had been utilized. There are such opportunities. A number of civil airfields have been equipped with automated approach facilities. That these facilities often are not used as they should be is another matter. The reason? Untimely preparation by aircraft commanders for flights under reduced weather minimums. And as a consequence, an insufficient number of flights with the M-1 classification are put on the schedule. Putting in order the production and utilization of cockpit hoods, about which our newspaper has written repeatedly, should become an important aid in resolving these problems.

Verification of the reliability and justifiability of weather forecasts by specialists of the UVD /air traffic control/ divisions of administrations and production associations is not being taken off the agenda, either.

During the fall and winter flying period, maximum attention should be concentrated on the air-cleaning and treatment of aircraft with special liquids and on clearing runways and taxi strips. For the time being, the time being spent on these operations exceeds established standards.

The Ministry of Civil Aviation is undertaking many measures to ensure a high standard of regularity. Thus, operations and traffic control services of enterprises have been established and organizationally reinforced. Their role in ensuring the regularity and efficiency of flights is difficult to overestimate. In spite of this, it is by no means possible to shift all the responsibility to them for implementation of the operational schedules in preparing aircraft for flight. It frequently happens that the PDSP /operations and traffic control services of enterprises/ are compelled to answer for the unfinished work of other services, performing the role of "expediter" in their work. The role of the PDSP is thereby concealed, and the personal responsibility of the managers of services preparing the aircraft is lessened. Such a practice is in conflict with directional documents of the Ministry of Civil Aviation and, in particular, with the regulation on ensuring the regularity of civil air traffic. Moreover, analysis shows that, as a rule, the chiefs of shifts and services preparing for the flights are not aware of its basic conditions. This cannot be tolerated.

We must also consider better transmission of information in the conduct of technical operations. Frequently the controllers of operations and traffic control services do not have reliable information available at all times. This stems from the fact that, for example, the repeated instructions of the Ministry of Civil Aviation on the necessity of installing radio equipment in special-purpose vehicles operating on the ramp still have not been carried out in many aviation enterprises. In a number of cases, existing vehicle and portable radio facilities are not utilized with the necessary effectiveness to transmit reports from those who are performing work to the supervisors of their services on the start or completion of one technical operation or another. Consequently, the operations and traffic control services of enterprises are not aware of the true picture in the readying of aircraft. All this leads to lack of any kind of supervision over the implementation of operations. Such an abnormal situation must be corrected with all urgency, bearing in mind that strict step-by-step supervision is one of the important factors in ensuring high quality and timeliness in servicing aircraft. In the final analysis, this will have a positive effect on improving the standard of regularity.

Not recording violations, but preventing causes--this is the principle which will ensure success if it is observed. At the same time, the problem is such that an irreconcilable struggle must be declared against the prerequisites for the delays. Those at fault for such conditions should not be rebuked in critiques, as is done for the most part, but severely punished as flagrant violators of industrial discipline.

It is not required to explain in detail how to correctly organize the work of services to ensure the timely preparation of aircraft for flight. The ministry's orders, directives, manuals and regulations mention this. It remains for the managers of aviation enterprises and airport services to strictly and unfailingly fulfill the requirements of these documents and to demonstrate initiative in resolving complex problems.

All forms of delay must be reduced to a minimum. Actively seeking ways to bring about a high degree of regularity in aircraft traffic is one of the most important factors in transforming Aeroflot into the standard in transportation.

8936
CSO: 1823

TRANSPORTATION

IL-76 USED ON NORTHERN ROUTES

Moscow VOZDUSHNYY TRANSPORT in Russian 30 Oct 79 p 2

[Caption of photo "Il-76T at a northern airfield"; photo not reproduced]

[Text] The territory covered by flights of the Il-76T flying truck is being extended. Its use on northern routes in regions inaccessible to other forms of transport is speeding up the accomplishment of important national economic objectives. Beginning this year, regular flights of the Il-76T were begun to the Yagel'noye airport (Novyy Urengoy settlement). It brings dozens of tons of the most varied cargo here in one flight.

8936
CSO: 1823

IMPROVED EFFICIENCY AT CIVIL AVIATION PLANT DESCRIBED

Moscow VOZDUSHNYY TRANSPORT in Russian 30 Oct 79 pp 1-2

/Article by S. Chugayev: "Comprehensive System Is Changing the Face of the Plant"/

> /Text/ "...strive to significantly improve the efficiency of public production, accelerate scientific and technical progress, and increase labor productivity..." (from the CPSU Central Committee and USSR Council of Ministers decree "On improving the planning and reinforcing the influence of the economic mechanism to increase production efficiency and work quality").

The neat avenues, planted with firs and spruce, and the austere shop buildings resemble some kind of large scientific center. Nevertheless, this is a plant. Plant No 400 of the Ministry of Civil Aviation. Powerful Tu-154's come here for major overhaul.

The now famous "Comprehensive System for Efficiency and Quality Control" --"KSUEK-400"--was developed here. It took shape naturally. The essence of the "KSUEK-400" system is that it interests all workers, engineering and technical workers and employees of the plant in the management of production.

The so-called "tools of influence" on the basic indicators of economic activity help to determine ways of utilizing resources and to substantiate them economically.

For example, the importance of efficient work by auxiliary services for successful operation of an enterprise is well known. The elimination of accidents and equipment breakdowns, the manufacture of equipment and mechanization of processes--it is difficult to enumerate all the functions of the chief mechanic's division, the chief power engineer's division, and the nonstandard equipment shop. Previously, before introduction of the "KSUEK-400," auxiliary services themselves planned operations on the basis of orders coming from the shops and divisions. And as a rule, they could not always meet production needs.

Use of the process of "improvement in the operations work of auxiliary services" changed the situation markedly. Now they only partly plan work for themselves. For example, restoring supply lines or mechanizing production at newly established projects. For the remainder of operations, a decision is made by a special commission which meets once a month and reviews the shops' applications. Based on these applications, the commission puts together a work plan for auxiliary services for the following month.

Such a planning system makes it possible to have an operational influence on this important subunit of the enterprise. More than once the auxiliary services "saved" the plant from work stoppages when, for example, suppliers delayed delivery of certain spare parts and the equipment to produce them had to be made urgently at the site.

On the other hand, the process of "improvement in the operations work of auxiliary services" is having a substantial effect on other "tools of influence." In particular, on a tool such as "improvement in the level of mechanization of basic processes." The use of just this process gave the enterprise additional production valued at 327,000 rubles in the first 6 months. It is noteworthy that most of the devices which simplify the work and produce a substantial economic impact are made by the workers themselves.

Thus, for example, the development and introduction of a special screw press for putting together one of the subassemblies of an engine resulted in an increase in output valued at 46,000 rubles in a 6-month period. A device for the disassembly and assembly of a fuel filter resulted in an increase in production output valued at 13,000 rubles. Occasionally, the introduction of new machinery does not result in profit which is expressed in effective figures, but significantly reduces unproductive labor expenditures. The installation for checking the automatic flareout equipment at a test flight station can be grouped with such developments.

By the way, "reduction of the level of unproductive expenditures of work time" also is an effective mechanism in the "KSUEK-400" for influencing efficiency and quality. The close interrelationship of different "tools of influence" is already apparent here. If one is not familiar with the process, it is even difficult to discern where one lever of influence on efficiency and quality ends and another begins.

For example, much time previously was spent in tuning units in the radio shop. They did not have the necessary apparatus, and had to carry the units to another facility every time. Deciding to take advantage of this resource, radio technicians V. Dmitriyenko and A. Vetushok themselves developed and made a tuning bench necessary for the shop. Its use, incidentally, not only significantly reduced losses in work time, but also reduced the labor-intensiveness of operations by 15 percent. Moreover, additional production valued at 4,000 rubles was turned out over a 6-month period. Work quality also was significantly increased.

There is no need to mention the value of work quality, especially in a field such as aircraft repair. First of all, quality has an effect on purely economic indicators. For example, during just the first 6 months the application of the process of "reduction of deficiencies within and among shops" resulted in an increase in output valued at 5,000 rubles. Secondly, during the time that "KSUEK-400" was in effect, the number of repair deficiencies was reduced more than tenfold.

Now over 2,000 persons--workers in basic shops--are working at the enterprise in accordance with the system of defect-free labor. The best ones receive the right to work with a personal stamp without presenting output to the technical control division. A great responsibility. But for every worker at the plant it is a matter of professional honor to obtain this right and to maintain it thereafter.

There are 214 persons at the plant working with a personal stamp.

The highest assessment of the efficiency and quality of a worker's labor at the plant is the awarding of the title "Outstanding Worker of Quality." There are 26 in all at the plant. It is not easy to obtain this title, to stand side by side with such experts as fitter-assemblers V. Beymanov and V. Pakhomov and troubleshooter A. Mikhaylov, but it is all the more tempting and prestigious to strive for it. And hence to display one's place in the labor process, to be aware of what depends on you.

8936
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SOVIET MERCHANT MARINE LEASES CONTAINER SHIPS

Bonn DIE WELT in German 28 Nov 79 p III

[Text] Just years ago it was unthinkable that Soviet economic managers knew the word "learning"--much less understood what was behind it. Soviet economic law does not recognize ownership of the means of production; also there is no legal formulation or contract by which a thing that belongs to someone else can be rented to a third person. Still the red managers have accustomed themselves to leasing.

For example, the Soviet merchant marine is presently on the point of applying leasing to acquire certain economic goods, in this case, container ships. For 5 years Sovinflot leased container ships in the West which will become the property of this foreign trade organization after the lease term expires. In 1979 about 2,000 container ships which were already the subject of a leasing contract in 1975 with a German firm were given over to Sovinflot.

Likewise 4 years ago leasing contracts were made with firms from Great Britain (2,000 container ships), France and Italy, each with 2,000, and Belgium and Spain, each with 3,000 ships. The buyer company Suedoimport has been using two Japanese research ships for exploration work since 1976 near Sakhalin by means of leasing. One project that American and Italian firms have offered the Soviets as a new form of economic cooperation will be revolutionary. It concerns projects up to DM 900 million. After a suggested basic leasing term of up to 15 years the Soviet Union is supposed to get the right to acquire the object of the lease as its property.

The experts of the Italian-Soviet chamber of commerce want to use leasing in the construction of agricultural production plants, railroads, harbors, hotels, and repair factories. The experts think they can remove even the biggest obstacle, the Soviet property law.

One possibility would be in making the statute capital of the Soviet foreign trade organization available to the Western lessor as security. The foreign trade organization "Soyuzneshstroyimport" according to Soviet information would possibly apply the leasing model for the mobilization of Western capital, reports the German Federal office for Foreign Trade. Soyuzveshstroyimport distributes contracts for construction projects that are ready to be started immediately. In the opinion of the Italians real estate leasing could be applied in the construction of buildings for Soviet organizations abroad.

According to another suggestion there might be common finance companies. In the West a leasing company would function as a partner, in the East a foreign trade organization as a shareholder.

9232
CSO: 1826

TRANSPORTATION

OVERCROWDED RAILROAD STATIONS, PERPETUAL TRAIN DELAYS

Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Oct 79 p 3

[Text] Train delays belong to the unsolved Soviet problems. Letters from readers to LITERATURNAYA GAZETA show that the situation has further worsened this year. One has to wait for long-distance trains not just hours but sometimes days. "The express train from Kharkov in the Ukraine to Irkutsk in Siberia left on time but on 29 January, not 28," complained two letter writers from Belgorod. Speaking for a travel group a Soviet woman complained from Siberia: "In Simferopol we waited 48 hours for the departure of a long-distance train to Novokuznetsk, but not in the train station, rather in the street, both adults and children. At the end of the second night I had the feeling that I would fall down and not be able to get up again. The train arrived in Omsk 44 hours late. Travelers waiting there who wanted to get on the train were informed over a loudspeaker that the delay would be only 15 hours." These huge delays on long distances, wrote LITERATURNAYA GAZETA, were caused mostly by freight trains that would be inserted, apparently having perference over passenger trains. There are hardly any credible explanations for delays in city and suburban traffic. The Soviet traffic ministry has now made the railroad board of directors responsible for checking out each single case of a train delay "personally." This measure is impossible to carry out by its very nature and is only supposed to give the impression that something is being done. As LITERATURNAYA GAZETA calculated, the railroad director of Moscow would have to use all his working hours to check on train delays. For each individual case he would have "4 minutes and a few seconds."

9232
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TRANSPORTATION

MINISTER BAGROV COMMENTS ON RIVER FLEET DEVELOPMENTS

Moscow VODNYY TRANSPORT in Russian 20 Oct 79 pp 1, 2

/Article by L. V. Bagrov, minister of the RSFSR River Fleet: "New Developments in River Transportation"/

/Text/ Russia's river fleet is an important link in the country's transportation system. It transports assorted freight for industry and agriculture in the central regions of the European part of our homeland and takes an active part in developing the productive forces of Siberia, the Far East and the Far North, especially in delivering freight for the enterprises and projects of the oil, gas and lumber industry, non-ferrous metallurgy and geology. The rivermen are doing much to meet the people's needs for passenger transportation. Workers on the blue waterways are also making a distinct contribution to the development of foreign economic relations. One can say that the services of river transportation are used to one or another degree by almost all sectors of the national economy.

The Communist Party and the Soviet Government are paying continual attention to the problems of further development of the domestic river fleet and are showing great concern for the country's rivermen. Quite recently, the CC CPSU and the USSR Council of Ministers adopted the decree "On Measures to Develop River Transportation in 1981-1985." It is noted in this program document, which is exceptionally important to all river workers, that general purpose river transportation of the union republics was developed further in the 10th Five-Year Plan. The intensity of use of the transportation fleet, port and repair capacities and domestic waterways was increased. River transportation in Siberia and the Far East is receiving priority in development which promotes acceleration in the development of productive forces there.

At the same time, it is stressed in the decree that the existing capabilities for increasing freight transportation on domestic waterways are being insufficiently exploited. Steps to improve coordination between river and rail transportation and to switch part of the freight shipped by railways paralleling waterways to the river fleet during periods of navigation are being implemented slowly. Many ministries and departments are still making insufficient use of river transportation to deliver bulk cargo to enterprises and storage centers located near waterways, not taking the necessary steps to efficiently use river transportation for shipments of raw materials and fuel and to store them up at enterprises for the winter, poorly developing wharves and warehouses, and have established a pattern of shipping freight by rail often without substantiation. Insufficient development of the river fleet in a number of the country's regions, and primarily in the Ob'-Irtyshskiy and Lenskiy basins, has led to needs of the national economy for transportation not being fully satisfied here.

In the decree mentioned above, important and essential tasks have been set for river men and the ways to carry them out and to further develop river transportation and its material-technical base have been specified. In the first place, the efficiency and quality of river transportation work must be raised by improving operational activity, reducing empty runs and demurrage, using highly productive transshipment equipment and more modern technology of materials handling, and widely distributing expertise in operating the fleet, ports and transportation centers in order to raise the productivity of self- and non-self-propelled cargo vessels in 1985 by an average of six percent over that of 1980. Labor productivity for shipments must increase by 15 percent. Freight turnover for 1985 is estimated at about 300 billion ton-kilometers. By the end of 11th Five-Year Plan, freight shipments by river transportation to Siberia and the Far East will reach 160 million tons, including 70 million tons to Western Siberia, after having provided for the priority assignment of the material, financial and labor resources just to carry out these tasks.

In the 11th Five-Year Plan, it is intended to switch from rail to river transportation 24-33 million tons of freight, including a considerable volume of oil, coal, lumber, ore, etc. Special attention will be paid to shipment of sand-gravel mixtures, crushed stone, gravel and other construction materials. It has been proposed that our ministry jointly with the Ministry of the Construction Materials Industry work out in the first six months of the coming year and in coordination with USSR Gosplan and USSR Gossnab approve measures for 1981-1985 to switch shipments of the freight mentioned above from rail to river transportation. We must immediately proceed with this task and lay the foundation in the plan for 1980 for the work on the projects, estimates, long-term studies, and compilation of the technical-economic substantiation for the specific freight flows.

In 1985 the volume of shipments by river transportation of apatite concentrate will reach 1.2 million tons with transshipment through the port of Medvezh'yegorsk, while that of potassium fertilizer will reach 1.3 million tons. Accordingly, in 1981-1985 warehouses with mechanized wharfs for unloading and storing mineral fertilizers with a total throughput up to 0.6 million tons per year will be constructed along rivers and placed into operation in the Mariyskaya, Bashkirskaya and Tatarskaya ASSR's and the Ivanovskaya, Permskaya, Kirovskaya, Kostromskaya and Vologodskaya Oblasts.

River and sea vessels will be used to transport to Riga crushed stone from Leningradskaya Oblast and construction sand from Kalinigradskaya Oblast with a total volume of up to 1 million tons per year.

In 1985, Russian river men will have to ship up to 400,000 tons of vegetables and cucurbits. This is a very essential task and must not be carried out like it has been, for instance, in the current year when a large quantity of the fleet, the use of part of which was economically inexpedient, was drawn on for the shipments. It is not difficult to imagine what amount of carrying capacity the river fleet loses by allocating, for instance, a 3000-ton vessel to transport 600 tons of tomatoes and sending it more than 3,000 kilometers. It is absolutely inadmissible to pay such a price to solve our difficult problems. The solution here lies primarily in the construction of vessels to haul vegetables.

Among the central problems is increasing the volume of grain shipments to 7 million tons per year. To successfully cope with this task we must focus particular attention on processing vessels. The administrations of our ministry, institutes and shipping lines must persistently strive to ensure that all measures written on this problem in the decree are carried out precisely and on schedule.

As is well known, in the decision of the 25th party congress one of the tasks assigned to river men is to extend the navigational period for operating the fleet. After all every day won from nature means 500-600 thousand tons of additional freight. It is intended to increase shipment volume by 15 million tons through this method alone by 1985.

In tackling this problem of extending navigation, river men are achieving definite successes in this matter. In 1978, the fleet and ports on the Volga operated throughout November, and on the Lower Volga up to the first half of December. In 1979, the first vessels were dispatched from Astrakhan' to Volgograd in March already. On the Irtysh, spring navigation was extended six days by merely using the one available ice breaker alone. Measures to extend the navigational period for operating the cargo fleet in all main basins have been worked out and are being implemented, consistent with national economic efficiency.

Experience has shown that river fleet operation in late fall and early spring requires building new types of transport vessels for operation in ice, a means for clearing canals of broken ice, increasing ice breaking facilities, and equipping locks, port waters and ship-raising structures with the means to ensure their operation during negative temperatures.

The agenda calls for increasing shipment volume by river transportation of food and industrial goods and other freight in containers and packages 1.3-fold in 1985 compared to 1980, as well as considerable growth in the intensity of materials handling (by 16 percent).

As is apparent, the goals which must be achieved by Russian Federation river men in the near future are very high. Just what are the ways and means then of realizing the requirements and tasks set for the river men?

Here I would like once more to note that great concern shown by our party and government for river men. Suffice it to say that capital investment for 1981-1985 for the "River Transportation" sector for production facilities construction will be 3.35 billion rubles. Of this sum, 380 million rubles are being allocated for construction-installation projects. This is much more than was allocated in the 10th Five-Year Plan. Investment in construction of living quarters will be 297 million rubles and a substantial amount is being allocated for the further development of health care. In connection with this, no little effort will be required in creating an in-house construction base and in building up the capacity of the construction organizations of the shipping lines, ports, yards, waterway administrations, and especially of the "Podvodrechstroy" /Moscow Administration of Underwater Engineering and Construction, Ministry of the River Fleet, RSFSR/. It is necessary to already begin working now locally with contracting organizations and to organize joint discussion and coordination on carrying out all the work in the five-year plan.

Questions concerning the development of the material-technical base of the ports and wharves of the ministries and departments deserve great attention. Everyone knows how the national economy suffers from inadequate mechanization of the client's own wharves, where fleet demurrage is two to three and frequently even four times greater than at sector wharves. Great losses are suffered in carrying capacity here. The number of client's wharves will increase sharply in the new five-year plan. The plans of the appropriate ministries and departments must include designing the new wharves in 1980 with construction starts in 1981-1982.

Successful implementation of these plans will largely depend on the ability of our design organizations to provide project technical documentation within the prescribed schedule. There are no other organizations in the country which can work out the project documentation for wharf construction. Consequently, the matter must be organized in such a way that not one department charged with wharf construction has any claims on our organizations for not providing technical documentation on time. In connection with this our designers have a great responsibility. We believe that they will handle the tasks imposed on them with honor.

The new stage in the development of river transportation calls for further construction, expansion and reconstruction of ship repair and shipbuilding yards, and construction of cargo and passenger vessels. Compared to the 10th Five Year Plan, construction of the transportation fleet will grow by 22 percent, and the number of dry-cargo ships, tankers and tugs, etc. will be increased. Tasks have been set to assimilate smaller rivers for transportation in the areas of gas and oil deposits in Western Siberia and to organize permanent shipping on them, to provide wharves and ports with modern equipment and to set up reservoirs at oil transshipment bases, oil refineries and power plants along the rivers. Major steps are planned to develop and increase the pass-through capacity of the Volga-Baltic Waterway imeni V. I. Lenin, the locks of the Volga cascade and other systems.

The problem of increasing passage of the fleet through Leningrad bridges is quite pressing. This is a very complicated problem. Therefore, from the very start one must be disposed to developing capital measures making use of the latest technology and to searching for new constructive solutions. It is evidently time to begin thinking even of building a dry dock as well as of improving organization of navigation on the Neva. All this of course must be done now without putting it off.

An important condition for implementing these plans remains as before improving the utilization of fixed capital, bringing all reserves into action and improving the economic mechanism further.

To speed up delivery of freight to customers and reduce transportation costs it is also necessary in the future to make use of all possibilities for transshipment at the ports of cargo from vessels to cars and from cars to vessels by the direct variant, making more active use of the experience of the collectives of the Leningrad transportation center, which was approved by the CC CPSU, in mutually coordinated work of various types of transportation.

In the new five-year plan, measures are outlined to increase the turn out of and improve the training of specialists and skilled workers for river transportation. The Moscow Institute of Water Transportation Engineers must be organized in 1980. This is an exceptionally important and opportune decision.

Broad horizons have been opened for Russian river men in connection with the publication of the decree of the CC CPSU and the USSR Council of Ministers. This imposes great responsibility on each water worker and in the first place for fulfilling the 1979 plan. Unfortunately, this most important task is being unsatisfactorily accomplished. Suffice it to say that according to the results for the nine months, the river men have not fulfilled the plan in either freight turnover or fleet utilization. The work of the industrial enterprises fell off in September. The shipbuilding quota has not been met. All this is the result of weakening of organizational work in carrying out the plan, an inadequate level of management activity, and the inability at times to make maximum use of reserves.

There are also considerable deficiencies in capital construction. Only 93.3 percent of the plan for construction-installation work for the "River Transportation" sector was completed for the nine-month period. The Amur, Belaya, Volgotanker, VORP /United Volga River Steamship Line/, Yenisey Kama, Moscow, Pechora and some other shipping lines have been working extremely unsatisfactorily. All this can lead to severe consequences in the near future. The fact is that 380 million rubles were allotted by the decree on development of river transportation for construction-installation work. This is 1.5 times greater than the corresponding figure for construction-installation for river transportation in the 10th Five-Year Plan, discounting the capital investment of another 138 million rubles transferred to us by other ministries and departments for the ports of Urengoy, Nadym, Sergino, Nizhnevartovsk and others. Thus a tremendous growth of investment in the riverside base is expected. At the same time it must be kept in mind at all times that the development of the material base of river transportation in accordance with the decree will be possible only with the unconditional fulfillment of the 1979 plan for capital construction and for all projected measures.

In October, the shipping lines improved their shipments. However, the situation is still strained. Much persistent labor is still required to cover the existing lag.

Important and great tasks were assigned to Russian river men in the 10th Five-Year Plan. An extensive program stemming from the decree by the CC CPSU and USSR Council of Ministers has been outlined also for the 11th Five-Year Plan. Shock and selfless work today is the pledge of our successes tomorrow and the reliable guarantee of further development of Russian Federation river transportation.

8545
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TRANSPORTATION

TECHNICAL CONDITION OF ELECTRIC LOCOMOTIVES DECRIED

Moscow GUDOK in Russian 6 Oct 79 p 2

[Text] There are only a few days left before the change-over to the winter operating schedule on the railroads of Siberia, Zabaykal'ya, and the Urals. The timely and high-quality preparation of electric locomotives is a precondition for these machines to function reliably in the cold weather.

As of 1 Oct current repairs TR-3, TR-2, and TR-1, as well as technical servicing TO-3 were being carried out basically on schedule on the railroads. However, on the Privolzhskaya, Yugo-Vostochnaya, Sverdlovskaya, Vostochno-Siberskaya, and Krasnoyarskaya Railroads a large number of electric locomotives are coming in for the very important TR-1 type of repair with overruns in excess of the established norms.

Because of poor organization of repair work the norm of the depot percentage of defective electric locomotives is not being fulfilled on the Azerbaijan and Far Eastern Railroads. On the Azerbaijan Railroad this indicator is triple that of the established figure.

The greatest number of defects in electric locomotives is tolerated on the Zakavkazskaya, Privolzhskaya, Zapadno-Sibirskaya, and Kemerovskaya Railroads. The causes are as follows: Damage to the electrical equipment and traction motors as a result of poor-quality sanitation work and insufficient skills on the part of the locomotive crews. During the third 10-day period in September the Azerbaijan and Sverdlovsk Railroads had the most down time due to unplanned repairs. More than half of such down time is tolerated during every 24-hour period on the following 5 railroads: Azerbaijan, Sverdlovskaya, Yuzhno-Ural'skaya, and Zapadno-Sibirskaya.

Prior to 1 Oct commission inspections had been carried out on 78 percent of the network's electric locomotives. Winter preparation of such locomotives has been lagging behind on the Yugo-Vostochnaya, Privolzhskaya, Zapadno-Sibirskaya, and Kemerovskaya Railroads. Due to the fault of the material and technical supply services there is a lack here of the necessary amount of packing cloth and lining material.

On the Tselinnaya Railroad electric locomotives have remained out of operation because of a lack of phase splitters; these have not been repaired at the Ulan-Udenskiy Plant. On the Kuybyshevskaya Railroad, even before their warranty periods have expired, locomotives produced by the Novocherkasskiy Electric Locomotive-Building Plant are standing idle; their main lead-ins went out of order, while on the Tselinnaya Railroad cracks have appeared in the dump-proof apparatus of locomotives.

There is also a shortfall in the preparation of the winter reserves of traction motors on the Gor'kovskaya, Severnaya, Kuybyshevskaya, Sverdlovskaya, Yuzhno-Ural'skaya, Privolzhskaya, and Vostochno-Sibirskaya Railroads. Because of a lack of wheel bands there has been a disruption in the plan of the TR-3 current repair of electric locomotives on the Vostochno-Sibirskaya Railroad.

2384
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TRANSPORTATION

PASSENGER TRAINS CONTINUE TO RUN BEHIND SCHEDULE

Moscow LITERATURNAYA GAZETA in Russian No 39, 26 Sep 79 p 12

[Article by A. Rubinov, chief editor of Social and Everyday Problems Department of LITERATURNAYA GAZETA]

[Text] Many of the country's railroad stations this year look more overcrowded than ever. Could it be that there has been an abrupt and manifold increase in the number of passengers? No, we cannot say that. Then where do these crowd of irritated people come from, who fill the platforms, station tunnels, waiting-rooms and areas near the stations? Mournful passengers with their baggage, disenchanted people waiting to meet the arrivals with flowers.... If you look closely at these bouquets, you can see that they are no longer in their first bloom.

The explanation for all this is very simple: The trains are running behind schedule. The readers of LITERATURNAYA GAZETA have written in to us about this. Of course, trains used to be late before, also, but LITERATURNAYA GAZETA's department on social and everyday problems has never received such a large number of complaints. It is precisely because of the fact that people have to wait for a long time for trains that the stations seem to be overflowing.

A pitiful letter was sent by S. A. Voytsik, a reader from Omsk, in the name of a large group of passengers of Train No. 398 (Simferopol'--Novokuznetsk). They waited two whole days for this train and did not even spend them inside the station (there were no seats there!) but rather on the street--adults and children. "By the end of the second night I felt as though I were just about to fall down and that I would not be able to get up...." And what about the passengers with children? The train arrived in Omsk 44 hours late, and those waiting were informed that the consist would arrive "only" 15 hours later. And even when the delay approached 40 hours, the local radio affirmed that the train was "only" 31 hours late.

A. G. Melikhov and L. L. Zhadan, inhabitants of Belgorod, have informed us that instead of on 28 July, Train No. 533 (Khar'kov--Irkutsk) departed on 29 July, one entire day late. They write about this as follows: "It was pitiful to look upon the sufferings of the passengers, especially those with children."

A group of passengers who were traveling by Train No. 2 from Moscow to the Far East sent a worried letter to the editors while still enroute: they had gotten only as far as Sverdlovsk and the train was already 6 hours late....

It would take us a long time to enumerate all the letters on this topic--most of them have been sent along to the USSR Ministry of Railways. Of course, the editors might have waited until all the answers were received from the railroad department, but they are uneasy about the circumstance that the first official answers from there on such a serious matter arrived only after a long delay and were contradictory in nature. V. I. Kalashnikov, the deputy chief of the Main Administration of Railroad Car Operations, openly admitted that "the situation has become worse this year with regard to passenger trains keeping to their schedules." But his colleague, V. A. Volkov, the deputy chief of another main administration in this same ministry--that of traffic control--is, in contrast, more genially minded.

In a letter to passenger D. I. Tolstoukhov, who was among those traveling on the above-mentioned Train No. 2, V. A. Volkov asserted the following fact: this train did indeed arrive in Sverdlovsk 6 hours later than provided for by the schedule. The deputy chief knows the reason for the delay--"due to the excessive clogging up of the Kirov--Balezino--Sverdlovsk Section with freight trains from 2 to 2.5 times the established norm, as well as the presence of warnings about the allowable speed limits because of the condition of the track." One might think that the deputy chief of this main administration was justifying the occurrence, but at the end of his letter he states that "for the unsatisfactory organization of passenger-train traffic the Ministry of Railways has assigned administrative responsibility to the chief of the Yuzhno-Ural'skaya Railroad, Comrade Tarunin, and the deputy chief of the Zapadno-Sibirskaya Railroad, Comrade Gusev."

Bearing in mind that a number of complaints regarding trains being late, which the editors of LITERATURNAYA GAZETA have sent along to the Ministry of Railways, as well as the fact that almost all the lines in the railroad network have been mentioned, we can only await with apprehension the receipt of a long list of punished chiefs.

But this is not the most important thing. The citing of responsibility for unsatisfactory work is, of course, a measure which is justified and genuine. It will probably arouse the guilty parties to have a more respectful attitude towards passengers. But now another measure, about which Comrade Volkov writes, causes doubts. He reports that his "colleagues at the Ministry of Railways at an expanded session with the chiefs of railroads participating examined the problems of organizing passenger-train traffic by schedule, as well as services to passengers on trains and in stations, and have/obligated the railroad chiefs to PERSONALLY examine EACH INSTANCE of lateness with regard to passenger trains..."/ (author's emphasis) [boldface type].

"Personally" and "each instance"? But will this not distract the attention of such important railroad chiefs from general supervision to private, individual matters? And will there simply be enough time for so many sessions?

The editors inquired of the Ministry of Railways how many such sessions would have to be conducted by I. L. Paristoi, the chief of the Moscow Railroad, for example.

At the Ministry we were graciously presented the "An Inquiry into the Lateness of Passenger Trains" for 10 August. The information in it was completely reliable, inasmuch as the "Inquiry" was signed by a responsible official and bore upon it the triangular seal of the Main Traffic Administration of the Ministry of Railways. On this day 25 trains arrived late at the capital's Kurskiy Station, still more at the Kazanskiy Station--42, as well as 13 at the Kievskiy Station, 3 at the Belorusskiy, and 5 at the Paveletskiy. This made a total of 99 trains.

We shall not speak at any great length about what trouble this caused passengers and those who were there to meet them. Let us just point out that the lateness of these 99 trains amounted to a total of 260 hours and 43 minutes, and that each train was carrying an average of 800 persons.

We shall not multiply but rather divide: 8 working hours into 99 instances of lateness. How unfortunate for the chief of the Moscow Railroad! If he /personally/ devoted all of his daily 480 working minutes to the lateness of the trains and only to that, decisively casting aside all other matters, then he would spend 4 minutes and several seconds on each conference. One can imagine how "profoundly" and "comprehensively" important questions would be examined in this shuffle of conferences.

The situation would not be improved even if we subtracted from the unround number of 99 a certain number of latenesses which occurred due to someone else's fault, inasmuch as some trains came to the Moscow Railroad already late--they had become late on other railroads.

A close analysis, however, has shown that nothing should be subtracted from this unround number. On the contrary, it should even be added to. It turns out that the Ministry of Railways has an amazing, splendid statistic with regard to the traffic of suburban trains, which, to put it mildly, has no correspondence whatsoever with the impressions of Moscow's suburban passengers. It would be very interesting to have a customary suburban passenger glance at it. It would be interesting to hear what he would say upon learning that at the Kurskaya Station, for example, on 11 August all 100 percent of the suburban trains departed on schedule, and that 98.3 percent arrived on time. "All 100 percent" of the suburban trains departed on time from the Kazanskiy, Yaroslavskiy, Savelovskiy, Rizhskiy, Belorusskiy, and Kievskiy Stations. And "all 100 percent" of the trains arrived on schedule at the last four. This would have been splendid, if it indeed were true. As a private individual, as a passenger who frequently uses the services of suburban trains from the Kievskiy Station in Moscow, I have profound doubts about the figures pertaining to me and my unknown fellow-travelers.

Upon learning that all 100 percent of "our" electric trains had departed and arrived on time on 12 August, 13 August, and 15 August, I embarrassedly requested that an inquiry be made about certain of them with which I and those close to me had had a direct involvement. Could we say that the electric train which was scheduled to leave from its platform in Moscow on 15 August at 10:36 did indeed do so? The explanation took some time. In the final analysis it turned out that we needed to subtract not from 99 but rather from 100; this had to be done, however, not from trains, but from percentages. This electric train, to be sure, had been just a bit late. It started out at exactly 11:00 or perhaps just a bit later.

This was the same thing which happened with all the electric trains which my acquaintances and I know about; they arrived later than scheduled and got jammed up for a long time along the way, inducing alarm and causing worry in thousands of suburban homes. People were waiting for someone--children, mothers, fathers, grandmothers, and they did not appear on time. In the closed railroad cars which were jammed up on these runs people became nervous; there was fidgeting among those who were going out to their dachas and the inhabitants of Moscow's immediate environs who were late for work. There were about 2,000 persons in each train. This figure alone shows that trains with so many people on board should not be left out of the reports and undoubtedly those of them which were late deserve, to no less extent than the long-distance trains, to have conferences and the /personal/ attention of the chief of the railroad himself.

Well, of course, it is not up to the newspaper but rather to the specialists to resolve the problem of fighting against lateness. In any case, it is hardly helpful to cover one's eyes to suburban trains which are running late, when the composite reports are being drawn up. And as for the method of holding endless conferences wherein the railroad chief /personally/ examines on a daily basis 99 + n identical, eternal problems, it has not, taking everything into account, produced any effect. And so the lateness of trains, unfortunately, has become even greater.

2384
CSO: 1823

RR FREIGHT LINES UNABLE TO HANDLE TRAFFIC VOLUME

Moscow GUDOK in Russian 3 Oct 79 p 1

[Article by L. Lyubinov, special correspondent of GUDOK; Chelyabinsk: "Why Are the Trains Behind Schedule; Report from the Dispatcher's Office of the South Urals Railroad"]

> [Text] In order to free the road to the East more rapidly from a surplus stock of cars and to increase their maneuverability, it is necessary to step up the number of transmittals, including that on the roads of the eastern region themselves. Moreover, it is important here to step up the transmittal of uneven as well as even trains. The fact of the matter is that on the main lines of the Volga region, the Urals, and Siberia quite a few freight cars have become jammed up; they need to be moved through more rapidly to their destination points, unloaded, filled up again, and returned to the network's western portion.

Unfortunately, as the cars move eastward in an inefficient manner, reception by the Far Eastern as well as certain other railroads is being held back.

This is the subject of the material published below.

A complicated train situation has taken shape these days on the main line, especially along its principal route: Chelyabinsk--Kurgan--Isil'-Kul'. The task assigned to the Western Siberians by the ministry with regard to receiving trains has not been fulfilled. The principal cause of this is the lack of reception by the Isil'-Kul' station (because of the failure to keep to the schedule in shipments eastward). Railroad dispatcher V. Chugaynov was compelled to delay 30 trains with electric locomotives at intermediate stations of the even-numbered route. Under such circumstances emergency procedures were put into effect here: the locomotive crews lowered their pantographs, closed down the electric locomotives, handed over their keys to the persons on duty at the various stations involved, and then they became merely passengers. In case a particular train had to move on further, a new crew was sent.

The halting of such a large number of trains with locomotives on a section was also caused by another circumstance: the ministry's need to ensure the completion of a task--delivering 3,000 empty gondola cars for maintenance checks. This matter was made worse by the great surplus of even-numbered transit on the road (almost 4,000 cars). Prior to 20 September the Southern Urals people used to receive transit to the East amounting daily to 11 trains in excess of the technical plan, while the Western Siberians used to receive 18 fewer trains.

I am looking at the schedules. Already at six o'clock there are dozens of trains on all sections in traffic to be turned over at Isil'-Kul'. For all the complexity of these circumstances Railroad Dispatcher V. Chugaynov handled his work well and was able to turn over 18 regulation empty routes for loading with coal. How well will the day man succeed?

The day shift was taken over by N. Borovkov. He did not obtain a precise answer from his neighbors on how many trains will be received from the road. He was guided by the ministry's taking--first of all, to turn over 19 more empty runs. The dispatcher had to carry out complicated computations, to select the most necessary trains from the entire, large traffic flow, taking the empties into consideration and immediately sending out the loaded ones which remained on the line. Then, having called those in charge at the divisional level by means of the selector, he provided them with the appropriate train orders. The man on duty for the Chelyabinsk Division, A. Bushuyev, for example, was to send crews to take over the trains from the Churilovo and Potanino stations, while the man in charge at the Kurgansk Division was to do the same for the station at Shumikha.

I look at the schedule: the uneven flow is moving without any delays. But the even direction is causing some concern.

Alarming information has come in from Petropavlovsk: reception is being held back.

Borovkov takes note of the situation which is shaping up on the schedule. He thinks for a bit. I see that on the last run to Isil'-Kul' five trains have already been delayed. Among them is the Khar'kov--Vladivostok passenger train. Nervous conversations begin with the neighboring offices as well as a worried waiting period. One reason is that the Western Siberian Railroad has not shipped out locomotives, has simply not sent them. Because of this the junction station has begun to have the breath squeezed out of it: They have no place to put the incoming trains, and by the end of the reporting day they are already expecting accumulated reception from other runs. From 1600 hours to 1700 hours the Isil'-Kul' station receives only two trains, and only four from 1700 hours to 1800 hours. Seventeen empty runs have remained incomplete, eight of which have gotten clogged up on the last run. Now the trains in the even direction from Petropavlovsk to Isil'-Kul' have filled up all the free tracks and intermediate stations. It has become impossible to unravel them on the section.

At the end of the reporting day we sum up the results together with Borovkov. Out of 30 trains which had remained jammed up at night with their locomotives only 13 were put back into motion. Seventeen remain clogged up. And there are just as many incompleted empty runs, planned to be loaded with coal, for the sake of which these trains have remained clogged up.

"What will happen in the case of the locomotives which have been put out of operation? And when will you dispatch the delayed trains?" I asked the deputy chief of traffic service, P. Samodurov at the end of the day (on this line there were still 23 sets of rolling stock left without locomotives).

"The trains which have locomotives we shall turn over during the next few days, while those which are without locomotives...."

Pavel Mikhaylovich thought for a while.

"I am not even going to specify the time period," he said after a heavy sigh. "The freight flow in the even direction is growing faster than the Western Siberian Railroad is receiving from us."

Intervention is needed by the main traffic administration of the ministry.

2384
CSO: 1823

CRITICISM CONCERNING WINTERTIME RAIL TRANSPORT

Ministry of Railways Criticized

Moscow IZVESTIYA in Russian 30 Aug 79 p 1

[Editorial: "Prepare for Winter Efficiently"]

[Excerpts] A special responsibility for preparing the national economy for operation under winter conditions falls upon the transportation workers. They must improve the organization of the haulage of fuel, as well as construction and repair materials. The uninterrupted work of miners and metallurgists, petroleum workers and chemists, textile workers and machine builders depends, to a large extent, on the activity of this sector of the national economy. National economic tasks whose success depends on the transportation workers to a large extent include the on-time delivery of equipment and sets of items, the shipping out of finished products, and supplying the population with food products and consumer goods.

Last winter there were quite a few disruptions in transport operations, particularly those of the railroads. A complicated state of affairs was created on many railroads primarily because of the unsatisfactory condition of the locomotive pool, especially that of the diesel locomotives. The least favorable state of affairs existed on the Kuybyshevskaya, Alma-Atinskaya, Gor'kovskaya, Sverdlovskaya, Tselinnaya, and Privolshskaya Railroads.

We must not allow a repetition of such instances. It is necessary to prepare main lines and rolling stock for the winter at hand within the shortest possible time periods. For the time being, this problem has not been resolved. Planned types of repairs are being carried out to the extent of 85-90 percent on an average; of this, on certain railroads, as many as 40 percent of the diesel locomotives are operating at the limits of their capacities, and they may become inoperative at any moment. This is causing even more alarm because of the fact that at present, due to a shortage of locomotives and damage to them on the track, more than 500 complete trains are standing idle every day. As a result, goods which are important for the national economy are being hauled more slowly than necessary, in particular, coal from Kuzbass and Ekibastuz, petroleum from Western Siberia. And this, in turn, is creating additional difficulties in the work of many enterprises, and it is leading to disruptions throughout the entire national economy.

Winter is a severe tester. It will hold anyone strictly accountable who is not able to prepare to meet it on time. Therefore, it is necessary to improve the organization of all preparatory operations, not to put off until tomorrow that which can be done today. In all labor groups competition should be developed on a broader basis to successfully fulfill 1979 plans, to make model preparations for work in the culminating year of the 10th Five-Year Plan.

Ministry of Railways Response

Moscow IZVESTIYA in Russian 19 Oct 79 p 1

[Text] The USSR Ministry of Railways has examined the article "Prepare for Winter Efficiently and Economically" (IZVESTIYA, No 202), and it states the following:

The newspaper is completely correct in raising the question of serious shortcomings in ensuring the haulage of fuel, building materials, and other materials, as well as regarding the technical maintenance and preparation of the locomotive pool for operations under winter conditions.

The tendency which has been created in recent years for a worsening of the technical condition of diesel locomotives is a cause for extreme concern at the ministry. Despite the measures which are being taken, a number of railroads even now have not succeeded in attaining steady operation by locomotives, and this is complicating the hauling process, the on-schedule delivery of goods important for the national economy.

A considerable portion of the pool consists of outmoded locomotives whose equipment has experienced obvious and even extreme physical wear. At the same time, for example, diesel locomotives which are carrying out about half of all the freight turnover have proved to be not guaranteed diesel engines for replacing the developed motor resources, as well as other very important assemblies, parts, and materials.

It is enough to note that the need for the railroads' locomotive systems for spareparts from year to year is being satisfied at the level of only 60-80 percent. This has led to a disruption of plans for repairs; it has held back the recovery of the locomotive pool and the creation of winter supplies of equipment and parts.

The situation is becoming acutely worsened by the shortage of repair personnel. At the present time locomotive depots are short of 9,500 workers connected with technical servicing and current repairs of locomotives. The situation is analogous with regard to locomotive crews.

The Board of the Ministry of Railways has examined in detail the state of the locomotive pool and has outlined a number of additional measures for ensuring its steady operation, especially during the winter at hand.

The unfavorable main lines are constantly at the center of the ministry's attention. They are allocated the overwhelming share of the material and technical resources which we have, the locomotive pools are renewed and supplemented, and manpower aid is rendered.

In order to render local assistance, supervisory personnel are regularly sent from the main administrations and the service units out to the railroad line enterprises. Controls have intensified over the execution of measures which have been worked out with regard to preparation for winter, as well as the elimination of lags which have been permitted. [165-2384]

2384
CSO: 1823

TRANSPORTATION

NEED FOR IMPROVEMENT OF MOTOR VEHICLE TRANSPORT SYSTEM

Alma-Ata KAZAKHSTANSKAYA PRAVDA in Russian 12 Oct 79 p 3

[Text] The Central Committee of the Communist Party of Kazakhstan and the Council of Ministers of the Kazakh Soviet Socialist Republic examined the question of improving the organization of freight transportation on motor highways of the republic.

It was noted that in Kazakhstan freight transports by motor vehicle are continually growing. Expansion is taking place in the net of constantly operating routes which are being organized on the roads, along which regular freight transports are carried out according to the traction shoulder system, including with the delivery of freight "from door to door", which speeds up the transports and guarantees the safety of cargoes, reduces to the minimum the empty runs of motor vehicles, transshipping operations, and significantly lowers the transportation expenditures of the national economy.

At the same time, shortcomings occur in the organization of freight transfers by motor vehicle transportation. Centralized freight transports in inter-city service by motor vehicle transportation for public use are developing slowly. Thousands of cargo-carrying motor vehicles, belonging to practically all ministries and departments, a significant part of which travel empty, are occupied with these transports. A large quantity of fuel is expended without purpose for the empty runs of these motor vehicles. The control-dispatcher points created on some roads, which have been charged with the loading of empty motor vehicles passing by in their direction, in actual fact do nothing.

The majority of motor vehicles taking part in the transportation of freight over great distances are not suitable for these transports and are used ineffectively. Many drivers do not receive concrete tasks for the loading of motor vehicles in both directions.

In the transportation of freight between oblast centers, rural and industrial regions, the necessary planned arrangements are frequently absent--which increases the number of empty runs.

Some oblast party committees, city and rayon party committees, and the executive committees of oblast, city and rayon Soviets of People's Deputies have weakened the requirement of the administrators of enterprises and organizations to increase the effectiveness of the use of motor vehicle transport and to strengthen the discipline among the staff of drivers. As a result, significant losses of carrying capacity and material resources take place.

In a decree that was passed, the Central Committee of the Communist Party of Kazakhstan and the Council of Ministers of the republic called the attention of the Ministry of Motor Transport, other ministries, departments and enterprises of the republic that have cargo-carrying motor vehicles, to the necessity of a basic improvement in the organization of freight transports by motor vehicles, to the fact that the use of cargo-carrying motor vehicles in these transports must be put in order, that there must be a significant increase in the role of motor transport of public use in the intercity transports of freight. It is recommended that measures be taken so that gradually, beginning in 1980, all transports over long distances between large cities and industrial centers of the republic are carried out in a centralized manner, basically through motor transport of general use, by large-scale load truck trailer trains with loads in both directions.

The Ministry of Motor Transport of the Kazakh Soviet Socialist Republic has been charged with the elaboration and implementation of concrete measures regarding the perfection of the organization of freight transports on motor highways, having guaranteed:

--wide application, in these transports, of motor vehicle trailers, semitrailers, containers, and the maximum reduction of idle times and empty runs of the rolling stock;

--strengthening of the operating and the creation of necessary new large specialized motor vehicle enterprises of intercity services, the delivery of freight, as a rule, by the speediest routes, in accordance with hour-by-hour schedules and rational routes;

--the further widening of the network of freight motor vehicle stations, container platforms and mechanized complexes for the reception, subgrouping and processing of freight, protected motor vehicle stops and stations for technical service to rolling stock, and also specialized dispatcher centers which are to be charged with the organization of the movement of motor vehicles on the highways;

--the increase in the volume of centralized transports of vegetables and potatoes into the city of Alma-Ata and other large cities and industrial centers in containers with delivery of these products from the field directly to the storage facilities, processing points, and outlets for sale to the population;

--widespread introduction of comprehensive transportation services to enterprises and organizations of the national economy.

The administrations of the Alma-Ata, the Virgin Lands and the Western Kazakhstan railroads, the Ministry of Motor Transport of the republic, with the participation of ministries and departments involved in the shipment of freight, have been charged with the responsibility of submitting --within a month's time--to the State Planning Commission of the Kazakh Soviet Socialist Republic, proposals concerning the switch-over of transports of short-haul and small-batch freight from railroad to motor transport in 1979-1980 and in the 11th Five-Year-Plan.

The ministries and departments of the Kazakh Soviet Socialist Republic must:

--guarantee the creation, in the enterprises and organizations under their jurisdiction, of conditions for the further development of intercity freight transport by motor vehicle transport of public use by means of organizing the receiving and delivery of freight in two-three shifts, during days off and during holidays, through the well-planned arrangement of loading and unloading platforms and access roads to them, the mechanization of loading and unloading work, with the wide use of containers, packages, and other means in the transports;

--take measures to guarantee the loading of all cargo-carrying motor vehicles traveling empty on the highways and passing in the same direction.

The ministries of motor highways, trade, the Kazakhstan Main Administration for Petroleum Supply (Kazglavneftesnab), the Kazakh Union of Consumers' Societies (Kazpotrebsoyuz) and the oblast Soviet executive committees must take measures to improve the maintenance of the motor highways, with the goal of increasing their traffic capacity and the safety of movement on the roads.

Other instructions were also given.

8970
CSO: 1823

FOLLOW-UP DECREE ON THE USE AND SAFEKEEPING OF ROLLING STOCK

Moscow SOBRANIYE POSTANOVLENIY PRAVITEL'STVA ROSSIYSKOY SOVETSKOY FEDERATIVNOY SOTSIALISTICHESKOY RESPUBLIKI in Russian No 15, 1979 pp 263-271

[Art 96: "On Measures Regarding the Execution of the Decree of the USSR Council of Ministers of 26 April 1979, No 380: 'On the Increase of Material Responsibility for the Use and Safekeeping of Rolling Stock'"]

[Text] The RSFSR Council of Ministers notes tnat many ministries and departments of the RSFSR, freight senders and freight receivers, as well as Councils of Ministers of the autonomous republics, the kray executive committees, the oblast executive committees, the Moscow City Executive Committee and the Leningrad City Executive Committee, have not taken all necessary steps to improve the use and to reduce the idle time of cars on the railroad access tracks of enterprises, organizations and construction projects within their jurisdiction, in sea and river ports, and on railroad lines being built, as this was envisaged by the decree of the RSFSR Council of Ministers of 24 February 1977, No 133.

Damages to a large number of cars are being tolerated during loading, unloading and the execution of switching work, as are incomplete unloading of cars and the inadequate clean-up of residues of the freight transported by them.

As the result of the failure to observe the established norms of idle time (turnover) of cars on the railroad access tracks of industrial enterprises, organizations and construction projects, and the irregularity in the presentation of cargo for shipments, the loading resources of the railroads are reduced--which adversely affects the satisfaction of the demands of the national economy for freight transportation.

The RSFSR Ministry of the River Fleet and the RSRSR Ministry of Automobile Transportation, as well as RSFSR ministries and departments involved in both sending and receiving of freight, have poorly disseminated the experience of the work of the Leningrad and Odessa transportation centers --approved by the CSPU Central Committee--with regard to labor cooperation of collectives of sailors, railway workers, motorists, and river transport workers, of the Electric Steel Enterprise for Industrial Railroad Transportation, of the industrial and railroad enterprises of Chelyabinskaya Oblast regarding the reduction of the idle times of cars during loading operations and the guarantee of their safekeeping.

In order to reduce the idle time of cars and during loading operations and in fulfillment of the decree of the USSR Council of Ministers dated 26 April 1979, No 380, the RSFSR Council of Ministers decrees:

1. To obligate the ministries and departments of the RSFSR, the Councils of Ministries of the autonomous republics, the kray soviet executive committees, the oblast soviet executive committees, the Moscow City Soviet Executive Committee and the Leningrad City Soviet Executive Committee, to carry out measures in 1979-1980 with regard to the reduction of the idle time (turnover) of cars at railway stations, on railroad access tracks of enterprises, organizations and construction projects within their jurisdiction up to the established norms, with regard to the guarantee of the rhythmic presentation of freight for transportation, the regular supply of cars for loading and the smooth execution of loading and unloading work within 24 hours and during all days of the week, and also to take necessary steps to eliminate damage to cars during loading, unloading and the execution of switching work.

2. To provide the RSFSR Ministry of the River Fleet, the RSFSR Ministry Automobile Transportation, the RSFSR ministries and departments involved in sending and receiving of freight, the Councils of Ministers of the autonomous republics, the kray soviet executive committees, the oblast soviet executive committees, the Moscow City Soviet Executive Committee, and the Leningrad City Soviet Executive Committee, with broad dissemination of the progressive experience of the work of the Leningrad and Odessa transportation centers, the Electric Steel Enterprise for Industrial Railroad Transportation, the industrial and railroad enterprises of Chelyabinskaya Oblast in order to attain on this basis a significant improvement in the use of transportation means for the fuller satisfaction of the demands of the national economy for freight transportation.

3. To disseminate the information that, by decree of 26 April 1979, No 380, the USSR Council of Ministers:

1) Introduced the following changes and additions in the Statute of the Railroads of the Union of Soviet Socialist Republics, confirmed by the decree of the USSR Council of Ministers dated 6 April 1964, No 270 (Collection of Government Regulations and Decrees of the USSR, 1964, No 5, Article 36; 1969, No 18, Article 105; 1972, No 19, Article 98; 1974, No 17, Article 99; 1976, No 9, Article 42; 1978, No 19, Article 115):

a) Supplemented Article 50 after the first paragraph with a paragraph of the following content:

"For a delay of more than 15 minutes, through the fault of the railroad, in the supply of cars for loading and unloading as compared to the deadlines envisaged by the contract for the operation of the railway access track or by the contract for the supply and removal of railway cars, the railroad pays the freight sender or the freight receiver a penalty in the amount of 60 kopecks per car per hour, but not more than for 6 hours.

A delay of more than 15 minutes is counted as a full hour";

b) Supplemented Article 92 after the first paragraph with a paragraph of the following content:

"For a delay of more than 15 minutes, through the fault of the railroad, in the removal of cars from places of loading and unloading on railroad access tracks in case the supply and removal of the cars is done by a locomotive of the railroad, or in the reception of cars from railroad access tracks, the railroad pays the freight sender, freight receiver or owner of the railroad access track a penalty in the amount stipulated in Article 156. This penalty is charged for the entire time of the delay from the moment of expiration of the deadline for the removal of the cars stipulated by the contract for the operation of the railroad access track or the contract for the supply and removal of cars";

c) Set forth the sixth paragraph of Article 118 in the following wording:

"For the delay of cars being loaded or unloaded beyond the deadlines established by the main contract, and also for the delay in the reception of loaded cars, which have arrived at the transfer station, the steamship line, the port, the dock pay a penalty. In the case of the delay of ordinary cars (open cars, covered cars, flatcars), a fine in the amount of 40 kopecks per car per hour is exacted; if tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator cars are delayed, it is tripled";

d) Set forth Article 153 in the following wording:

"153. For the delay in the delivery of freight, the railroad pays the freight receiver a penalty if it does not demonstrate that the delay was not its fault.

The penalty for the delay in the delivery of freight is paid in the following amounts:

15 percent of the carrying charges--if the delay does not exceed 1/10 of the time of delivery;

30 percent of the carrying charges--if the delay is more than 1/10 but not more than 2/10 of the time of delivery;

45 percent of the carrying charge--if the delay is more than 2/10, but not more than 3/10 of the time of delivery;
60 percent of the carrying charge--if the delay is more than 3/10, but not more than 4/10 of the time of delivery;
75 percent of the carrying charge--if the delay is more than 4/10 of the time of delivery.

If the time of delivery of freight does not exceed 5 24-hour periods, the railroad pays the freight receiver a penalty in the following amounts:
15 percent of the carrying charge--for a delay of 24 hours;
30 percent of the carrying charge--for a delay of 48 hours;
45 percent of the carrying charge--for a delay of 72 hours;
60 percent of the carrying charge--for a delay of 96 hours;
75 percent of the carrying charge--for a delay of 120 hours.

A penalty of the same dimensions is exacted from the railroad for a delay in the delivery of empty cars belonging to enterprises, institutions and organizations or leased by them";

e) Set forth Article 156 in the following wording:

"156. For the delay, over and above established time limits, of cars brought up for loading, unloading, or reloading through the means of the freight sender or freight receiver (empty cars), a penalty will be imposed upon the freight sender or freight receiver.

In case of the idle time of ordinary cars (covered cars, open cars, flatcars), the penalty is exacted in the following amounts:

60 kopecks per car per hour--if the idle time is from 1 to 6 hours;
1.20 rubles per car per hour--if the idle time is from 7 to 12 hours;
1.80 rubles per car per hour--if the idle time is from 13 to 18 hours;
3 rubles per car per hour--if the idle time is more than 18 hours.

Idle time of up to 15 minutes is not taken into account, idle time of 15 minutes or more is counted as a full hour.

If tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator cars are delayed--tripled.

A penalty of the same dimensions is exacted for the idle time of cars at destination stations while waiting to bring them up for loading or reloading, for reasons depending on the freight receiver, the owner of the railroad access track.

If cars are idled on the railroad tracks which belong to enterprises, institutions, and organizations or are rented by them, the penalty for idle time is exacted in the amount of 50 percent.

If there is a delay above the established time limits of a part of the cars of a refrigerator train or a refrigerator section being loaded, unloaded, or reloaded, a penalty is exacted for the delay from the freight sender or freight receiver for the cars delayed in loading, unloading or reloading, as well as the cars of the train or section which are being idled while waiting for the completion of loading operations.

In the case of the transportation of freign on railroad lines with a narrow gauge, the amount of the penalty for the idle time of cars is established by the Ministry of Railways in agreement with the USSR State Committee on Prices.

The penalty for the idle time of cars is exacted independently of the penalty for nonfulfillment of the freight transportation plan";

f) Set forth Article 161 in the following wording:

"161. The bringing up of rolling stock that has not been cleaned for loading is permissible only with the agreement of the freight sender, port, or dock. In this case, the railroad pays a penalty in the amount of 15 rubles for an ordinary car and 30 rubles for a special car in favor of the freight sender, port or dock which must clean up and load these cars. For cleaning up cars, the freight sender, port or dock is given the necessary time, which is determined by an agreement between the station chief and the freight sender, port or dock.

In the case of the renting after unloading (draining) of uncleaned rolling stock, the freight receiver, port or dock pay a penalty of the same dimensions in favor of the railroad";

g) Set forth Article 162 in the following wording:

"162. For damage to cars or container cars on railroad access tracks, in port, on docks, on a railway line being built, or in loading or unloading through the means of the freight sender or freight receiver at the station, for damage to, or loss of, removable transportation gear made available by the railroad (stands, straps, tension shackles, grain shields, heaters, etc.), the freight receiver, freight sender, port, dock, and also the enterprise, organization, which is in charge of building the railroad line, pay to the railroad a penalty in the amount of five times the cost of the damaged (lost) parts of the car or container car or the removable gear in accordance with the valuation department, being confirmed by the Ministry of Railways.

The freight sender, freight receiver, as well as the enterprise or organization carrying out the construction of a railway line, are also obligated to compensate the railroad for losses inflicted on the railroad as the result of damage to rolling stock, overloading, incorrect loading, packing or incorrect fastening of the freight";

h) Replace the first paragraph of Article 163 with the following paragraph:

"163. In case of the willful occupation, by the railway, of cars and container cars belonging to enterprises, organizations or institutions, or leased by them, the railway pays them a penalty in the amount of 50 rubles per a car and 25 rubles per container per 24-hour period.

If the railroad causes damage to rolling stock and containers belonging to enterprises, organizations or institutions, or leased by them, the railroad must repair them and pay the owner of the rolling stock and the containers a penalty in the amount of five times the cost of the damaged (lost) parts of the rolling stock or containers, and also to reimburse the losses caused them as a result of the damage to the rolling stock and the containers, overloading, incorrect loading, packing or incorrect fastening of the freight";

i) Supplemented the Regulations with Article 118^1, 155^1, 156^1, and 156^2 as follows:

"118^1. In the transfer of cargoes, including imported ones, from a boat directly to a railway car, the railroad pays a penalty to the port (dock) for the idle time of the boat that is docked because of the railroad's failure to supply cars in the numbers indicated in the daily requisition of the port (dock), agreed upon in the agenda stipulated by the central agreement, and also because of failure to supply them during the time limits established in this agreement. For the idle time of a self-propelled boat a penalty is exacted in the amount of 40 copecks per 24-hour period and for the idle time of a not self-propelled boat--20 copecks per 24-hour period for every ton of cargo not unloaded from the boat; for the idle time of a refrigerator ship the amount of the penalty is doubled.

The number of tons of freight not transferred from the boat during the given days is determined by means of the multiplication of the static load of the car by the number of cars that were not supplied or not supplied on time";

"155^1. For the use, without permission of the railroad, by freight senders, freight receivers, and owners of railroad access tracks, of cars and containers belonging to the pool of the general network for their own internal transfers they pay to the railroad a penalty in the amount of 50 rubles per car and 25 rubles per container per 24-hour period. Said penalty is exacted independently of the penalty for the idle time of cars and the delay of containers";

"156^1. If the delivery, to a freight sender in accordance with his requisition, of empty special cars for the loading of freight stipulated by the plan and the requisition is delayed for reasons depending on the freight sender, a penalty in the amount specified in Article 156 is exacted from him for the entire time of the delay of the cars at the loading station. If the freight sender notifies the station to cancel the use of these cars, said penalty will be charged up to the moment of the receipt of such notification by the station.

If a freight receiver refuses to load empty special cars which have arrived at the loading station in conformity with his requisition and they cannot be used by the railway's other freight senders during the days under review at the given station, payment is exacted from him--in addition to the penalty for nonfulfillment of the freight transportation plan--for the run of these cars from the station from which they were sent to the loading station, but not to exceed more than 300 kilometers.

The amount of payment for the run of such cars is stipulated in the rate schedules for freight transportation.

156^2. For the delay of cars at railway lines being built beyond the established norms of a working fleet, and also for the delay of cars at stations which these lines join, if the delay is caused by the non-acceptance of the cars by the enterprise or organization carrying out the construction of the railway line, this enterprise or organization pays the railway a penalty in the following amounts:

30 kopecks per hour--for an ordinary car;
60 kopecks per hour--for a special car (except refrigerator cars);
90 kopecks per hour--for a refrigerator car".

j) Replaced the words: "envisaged by Articles 51, 156, 157, 159, 159^1" in Article 160 with the words "envisaged by Articles 51, 155^1, 156, 156^1, 156^2, 157, 159, 159^1".

2) Introduced the following changes and supplements in the Statute of Inland Water Transportation of the Union of Soviet Socialist Republics, confirmed by the USSR Council of Ministers on 15 October 1955, No 1801:

a) Set forth Paragraph 5 of Article 173 (in the wording of the decree of the USSR Council of Ministers of 27 January 1977, No 78--Collection of Government Regulations and Decrees of the USSR, 1977, No 7, p 40) in the following wording:

"For the delay of cars in loading and unloading above the established time limits in the central agreement, and also for the delay of the acceptance of loaded cars, which have arrived at the transfer station, the steamship line, port and dock pay a penalty. If ordinary cars (covered cars, open cars, flatcars) are delayed, a penalty in the amount of 40 copecks per car per hour is exacted; if tank cars, cement cars, transporters, open bunker cars and other special cars (except refrigerator cars) are delayed, the amount of the penalty is doubled, if refrigerator are delayed--tripled";

b) Supplemented the Statute with Article 173^1 of the following content:

"173[1]. In the transfer of cargoes, including imported ones, from the ship directly into a car, the railway pays to the port (dock) a penalty for any idle time of the vessel because of the non-delivery, through the fault of the railroad, of cars in the quantity indicated in the daily schedule of the part (dock), in agreement with the procedure envisaged by the central agreement, and also because of their non-delivery within the time limits established in this agreement. For the idle time of a self-propelled ship, a penalty in the amount of 40 copecks per 24-hour period is exacted, and for the idle time of a not-self propelled vessel--20 copecks per 24-hour period for every ton of freight not unloaded from the ship; for the idle time of a refrigerator ship, the penalty is doubled.

The number of tons of freight not unloaded from the ship in the course of the given days is determined by means of multiplying the static load of the car by the number of cars that were not delivered or not delivered on time".

3) In order to increase the material responsibility of freight senders for the use of load capacity (capacity) of the rolling stock, established that compensation by the freight receiver or market organization to the freight sender for the sums of transportation payments is made taking into account corrections of these sums, depending on the execution of the technical norms of loading the cars (containers) by the freight sender. In the absence of such norms, said sums are corrected depending on the actual use of load capacity or capacity of the car (container).

The USSR State Committee on Prices has been charged with the elaboration and consolidation of a procedure for correcting the sums of transportation payments in conformity with the present paragraph, with the participation of the USSR State Committee for Material and Technical Supply, the State Board of Arbitration attached to the USSR Council of Ministers, and the Ministry of Railways.

Chairman
RSFSR Council of Ministers
M. Solomentsev

Deputy Chief,
Administration of Affairs Department
of the RSRSR Council of Ministers
I. Zarubin

Moscow, 14 May 1979, No 262.

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TRANSPORTATION

PROBLEMS AT BELOGORSK CLASSIFICATION YARD

Moscow GUDOK in Russian 27 Nov 79 p 2

[Article by N. Dunayev, chief station engineer, Belogorsk: "A High Maneuverability for the Eastern Railroads; The Knot Cannot Be Untied With Just One Hand"]

[Text] For the last few months the personnel of our classification yard have not been operating smoothly. Trains in the even-numbered direction often pile up at the approaches to Belogorsk. Even the odd-numbered traffic, which has traditionally been given priority on the Transbaykal Railroad, is slowing down. The layover of transit rolling stock without processing has increased by more than 0.6 hours at our station--and with processing, by nearly 1 hour. Our once pacesetting crew has unfortunately begun to fall back.

And yet ours is the birthplace of so many commendable undertakings. For example, the Belogorskers were among the first in the East to support the Moscow railroaders when they launched the movement for the formation and dispatching of heavy-weight trains. Despite the difficulties even today every third departing train is heavy-weight. This makes it possible to use the same locomotive fleet to haul as much as 100,000 tons of freight in excess of the plan.

And how many interesting labor-saving suggestions have been introduced by the station crew! Consider one of the latest: Given the disruptions in traffic flow, our leading dispatchers, Ye. M. Ruseyeva and V. I. Zhuravleva, began boldly to exploit the technical potential of the locomotives. When the volume of even-numbered traffic increased, part of the transit trains to be processed is passed through the odd-numbered system, and vice versa. The switching-locomotive dispatchers A. A. Volgin, Yu. G. Kuznetsov, and M. P. Tarasenko organized the splitting up of heavy and long trains from both ends using the hump track and its extension.

It would seem that, given such a creative attitude of the crew toward their work--and during the current five-year plan period alone they have introduced some 200 labor-saving proposals--all the indicators should improve, the more so considering that recently station facilities have markedly improved: facsimile telegraphy apparatus, computers, closed-circuit television, and modern types of radio communications have been received.

Nevertheless, for the last 9 months the Belogorskers have not been satisfying the conditions of socialist labor competition. The handling of the passage and processing of freight car traffic at the yard lags behind the requirements posed to railroad transport, especially now that the Eastern railroads are receiving special attention and every measure has been taken to reduce surplus freight car pool in the East.

But you must agree that the knot cannot be untied with one hand. Mainly, our problems are caused by so-called trivia. Most of the difficulties occur through the fault of our own Svobodnenskoye Division or Road. Thus, for technological reasons, all diesel locomotives pulling trains in the even-numbered direction are supposed to pass through the station without stopping. Actually, however, more than one half of these trains stop at the depot for repair or to be supplied with fuel, water and sand. Moreover, the on-duty station masters generally learn about the uncouplings by chance, by word of mouth from arriving train engineers, after the locomotive brigade is already summoned and the diesel locomotive is scheduled to resume its trip. This accounts for the loss of working time by the brigades and the layovers of rolling stock.

It used to be that the train engineer would notify Belogorsk traffic personnel about diesel locomotive malfunctions and the need to enter the depot by calling them well ahead via the train dispatcher from the Shimanovskaya Station, which is located at the beginning of the traction segment. We have repeatedly, but vainly been requesting a return to this practice.

To reduce the number of uncouplings of locomotives from even-numbered trains for entry into the depot, emergency refueling facilities were organized in Belogorsk on the request of the locomotive section of the Division. But, as fairly often happens, mistakes were make by acting in haste. The facilities were set up on the only free station track, so that now three to four diesel locomotives are usually waiting their turn. We also have problems in processing trains at technical service points. The rolling stock personnel still have not converted to the progressive four-group method of car inspection. As a result, every train to be split up is processed with a 10-15 minute delay, while the formed-up trains fairly often incur layovers of half-an hour in excess of the norm.

At the rolling-stock depot they say that there is a "shortage of inspectors and fitters--young people are not interested."

For several years now the railroad administration has been promising the Belogorskers to introduce new repair facilities, but that is where the matter has rested. True, early this year several units of such equipment have arrived at the station, but they still are not in operation, and to this day all operations at the technical service points are done manually.

In recent years our performance has been complicated by the unsatisfactory work of the Arkhara Transit Station of the Far Eastern Railroad. GUDOK has repeatedly discussed this matter, but nothing has been done about it. Fairly often formed-up trains in the even-numbered direction are [for this reason] delayed in Belogorsk for one and one-half to two hours and thus occupy classification and departure tracks and slow down the splitting up of other trains.

We have problems which can be solved only with help from the Main Traffic Administration. Thus, owing to lack of equipment, for the third year in a row we have been unable to start operating the pneumatic mail system. Our station has a limited number of tracks. For more than 5 years now a fleet of local freight cars has been under construction, but so far, despite a cost estimate of 450,000 rubles, only about 50,000 has been utilized.

All these problems impede the performance of what once was one of the best crews on the Transbaykal Railroad. We cannot solve them by ourselves. They require more attentive consideration by the heads of the division, the railroad, and the Main Traffic Administration.

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CSO: 1823

TRANSPORTATION

IMPROVING THE PLANNING OF TRANSPORT SERVICES

Moscow GUDOK in Russian 27 Nov 79 p 2

[Article by B. Shafirkin, doctor of economic sciences: "Where Did Freight-Turnover Indicators Go Wrong?"]

[Text] In accordance with the Decree of the CPSU Central Committee and the USSR Council of Ministers on Improving Planning and Strengthening the Effect of the Economic Mechanism on the Increase in the Effectiveness of Production and in Quality of Performance, proposals for radical improvements in the organization of the transportation of freight and passengers are currently being developed. The selection of the indicators of transport performance is definitely a major factor in this connection.

The principal standard plan indicators at present are freight turnover and passenger turnover, as well as the indicator of adjusted volume of freight turnover in which are combined both freight turnover and passenger turnover (sum total of ton-kilometers and passenger-kilometers). This last indicator is now the subject of ardent disputations. Economists and other transport specialists are disputing the cardinal question of whether freight turnover should at all be included in the plans. While I myself favor a positive answer to this question, I will begin by presenting the counter-arguments by those who favor either its abandonment or its replacement with a "freight forwarding" indicator. Thus, what are the "misdeeds" of that most important volume indicator of the performance of transport?

The "accusations" are many.

First, it is said that freight turnover is planned upward of the achieved level, without consulting those responsible for forming transport links and determining what should be transported to where and when.

Second, at certain railroads the lion's share of the planned number of ton-kilometers is "fulfilled" at the expense of transit freight traffic. As a result, the crews of the transport collectives depend on the volume of freight flow originating outside the confines of their own railroads. This is, of course, unfair. The more so when it is considered that unfairness of this kind detracts from the income of those who are not responsible for it, since labor productivity, profits, income, cost effectiveness, production cost and investment yields--and hence also incentive funds--all depend on the volume of transport operations.

Freight turnover as an indicator figures only in the annual plans, while in operative planning it might as well never exist. We get by without it!

True, all these comments are reasonable. After all, they reflect the real situation. Does this mean that freight turnover planning should be abandoned and that we should convert to nominal indicators? It is simpler and easier to allow only for what has already been accomplished. Then no mistakes will be made.

Now let us consider the other side of the coin.

What is transport performance? Hauls. Of course, hauls performed within optimal periods of time, without damage to freight and at minimum cost. And the volume of hauls can be measured only in ton-kilometers, in nothing else.

The plan is the law of production. It stipulates the socially necessary expenditures on a given type of production as well as the volume of that production needed by society. Of course, production, or service, of an appropriate quality. A balance of income and expenditures is compiled.

How then should hauls be planned? Can they be based only on "freight forwarding," proposed as the sole plan indicator of the performance of transport? No! After all, more than 80 percent of all initial and final operations are handled by freight consigners and consignees. Hence, when selecting the principal indicator of the performance of transport itself, planning in terms of forwarding should be abandoned rather than planning in terms of freight turnover.

But we hope our readers will not misunderstand this: we are not advocating the abandonment of anything. The polemically sharp posing of the question is here deliberate, in order to make obvious the fact that the multimillion army of transport workers handles the hauls, and thus dispensing with the planning of these operations is simply illogical.

In recent years the demand for hauls has been rising at a much faster rate than transport capacities. In such a situation needless hauls are absolutely intolerable. But the decision as to what to carry and where is largely out of the hands of the transport workers. In principle, they should transport all the freight presented for forwarding. But it is the marketing organizations and the owners of freight who decide what and where to forward--and keep count of. However, at present they practically do not conduct any pertinent bookkeeping and their approach to the matter is not businesslike. No one plans transport expenditures rationally or monitors them. Now if planning in terms of freight turnover is abandoned (or, what is tantamount to such abandonment, the conversion to a nominal indicator is carried out), the possibility of realistically predicting the transport factor of production will be in general forfeited.

It is definitely necessary to plan freight turnover. But of course, not in the way it is done now.

It is easy to see how much more substantiated the task of freight turnover would be if the supply and marketing organizations and all freight forwarders would transmit requests for transport services via automatic communication channels to the Main Computer Center of the Ministry of Railroads in precise compliance with the terms of delivery contracts as well as on the basis of the established direct connections, and of calculations based on transport-economic balance sheets. They would then also specify periods and addresses.

Modern computer technology could in this case determine the optimal variants of train-formation plans and assure an efficient utilization of the handling and transport capacities of lines and sectors. That is, the needs for hauls would be collated with the transport possibilities. And if the demand exceeds the capacity, the computer would indicate the bottlenecks that need eliminating and the periods within which this has to be accomplished.

On their part, the freight consigners should, with the assistance and active participation of material-technical supply agencies, plan in advance the precise needed volume of hauls, determine the most suitable type of transport, and explore ways of reducing the size and distance of haul. To them this task should be not optional but something mandatory, dictated by the interests of the economy and the nation.

True, the idea outlined above is so far just that--an idea. But sooner or later, this idea will be translated into reality. To dispense with the planning of freight turnover on the path toward this major goal would mean postponing its attainment.

Studies performed at our institute demonstrate that the transport cost per ton of freight is rising at a fairly rapid rate: in the last 10 years it has increased by nearly two rubles. The "fault" here is primarily that of the distance of haul, which is increasing all the time. There exist various other reasons. I think I would not be mistaken in declaring that, of these, a major reason is the distinctive disregard of the concepts of "freight turnover" and "transport expenditures."

A planned restriction and reduction of transport expenditures is just the first of the measures needed to improve the planning of transport operations. But already such a measure would compel the freight owners to count carefully rubles and kopecks and to determine the volume of freight turnover due to the transportation of their products.

It should be obligatory for the material-technical supply agencies to participate in such planning. At present the annual supply plan is confirmed at a much later date than is the plan of freight turnover, even though it is obvious that the latter is a function of the former. As the true indicator of the volume of transport operations, freight turnover should be calculated on the basis of the plans of the material-technical supply agencies, or by these agencies themselves. And this should be substructed on the transport-economic balance sheets.

This is an arduous task. Perhaps that is why some planners as well as the material-technical supply agencies actively advocate conversion of freight turnover to a nominal indicator, the idea being that if freight turnover is so difficult to plan, then it is unnecessary!?

The proponents of such logic--if that is logic--fail or refuse to perceive that the abandonment of the planning of the true performance of the railroaders will engender a number of insoluble problems. The railroaders themselves will be deprived of a reliable basis for planning their needs for fuel and materials, for determining the standards for the use of rolling stock, etc.

In a word, the approach to planning transport operations should be radically altered. Transport-economic balance sheets should be composed and used as the basis for determining the socially necessary expenditures on hauls.

Needless to say, at the present stage of development of the economy, simplifications" as an end in themselves are not only ineffective but harmful. The further development of the economy will pose increasingly complex tasks to those planning the development of social production. This is an inevitable consequence of progress. And one should march in step with that scientific-technical progress instead of being out of step with it.

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END

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TRADE AND SERVICES

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INTERNATIONAL ECONOMIC RELATIONS

SOVIET-VIETNAMESE TRADE LINKS DISCUSSED

Moscow EKONOMICHESKAYA GAZETA in Russian No 50, Dec 79 p 21

[Article by V. Kapitonov: "The Socialist Republic of Vietnam: The Creative Force of Friendship"]

[Text] The peoples of the socialist commonwealth are advancing confidently toward the creation of a new society. They link their outstanding successes in social and economic development primarily with the creative activities of the communist and workers parties and with the all-round cooperation which has gained strength among the fraternal states.

"The outstanding merit of communists in the socialist commonwealth of nations," Comrade L. I. Brezhnev has noted, "lies in the fact that the former relationships involving alienation, hostility and distrust have long since given way to friendship and fraternal cooperation among equal peoples. This friendship has become a great creative force."

A Solid Foundation

The strength of the friendship among workers of the fraternal states is clearly manifested in the activities of the Council for Mutual Economic Assistance, which has become an important instrument for organizing international economic relations of the new type. It has become embodied in a stable growth of ties, which have become especially effective and large-scale in the past decade.

The Socialist Republic of Vietnam's entry into CEMA represented a new factor in the strengthening of solidarity and indestructible friendship based on Marxist-Leninist principles among the peoples of the socialist nations. The Socialist Republic of Vietnam's entry into the Council for Mutual Economic Assistance gave powerful impetus to the continuing development and strengthening of the Socialist Republic of Vietnam's economic and scientific and technical cooperation with nations of the socialist commonwealth.

In accordance with the creative goals of socialist economic integration, commonwealth nations are helping the Vietnamese people to develop their economy and to construct extremely important national economic projects.

The 87th meeting of the CEMA Executive Committee in October 1978 discussed helping the Socialist Republic of Vietnam rebuild its national economy and build the materials and equipment base for socialism. Among other things, measures were defined for coordinating assistance for completing the restoration of the extremely important main rail line linking the city of Hanoi with the city of Ho Chi Minh and for continuing construction on projects for which China had halted its technical assistance. A declaration adopted in March of this year by the CEMA Executive Committee in the name of the CEMA members--Bulgaria, Hungary, the GDR, the Republic of Cuba, Mongolia, Poland, the USSR and Czechoslovakia--as a result of China's aggression against the Socialist Republic of Vietnam states that in accordance with the CEMA Charter those CEMA nations are developing all-round economic cooperation, which also serves the cause of securing peace throughout the world.

Bulgaria is providing fraternal Vietnam with assistance in the development of hoisting and conveying equipment and construction materials production and in the processing of agricultural raw materials. Hungary is taking an active part in the construction of a number of enterprises for the production of electrical engineering articles, tools, furniture and medicinal plants and in geological prospecting. The GDR is participating in the development of ferrous metallurgy and in the creation of enterprises for the repair of equipment and household appliances. Cuban specialists are providing extensive assistance with the organization of sugar cane production and the development of animal husbandry. A shipyard is being built with the assistance of Polish specialists. Czechoslovakia is helping the Vietnamese comrades with the development of electric power engineering, machine building and light industry.

In June 1979 the 33d CEMA Session adopted an important decision to extend to the Socialist Republic of Vietnam the basic principles of the Comprehensive Program for Accelerating Its Economic Development (as was done with respect to Mongolia and Cuba) for purpose of assisting the heroic Vietnamese people in their efforts to build socialism.

Soviet-Vietnamese Cooperation

All-round cooperation with the Soviet Union is playing an important role in Vietnam's economic development. Around 190 national economic projects have been built in the Socialist Republic of Vietnam with USSR assistance. Our nation is presently helping Vietnam construct or modernize over 80 more facilities.

The Soviet Union has provided considerable assistance in the development of Vietnam's electric power engineering. Out of 15 thermal and hydroelectric power plants scheduled for construction under agreements between the USSR and the Socialist Republic of Vietnam, 13 electric power plants with a combined capacity of 408,000 kilowatts have already begun operating. Agreements have been signed covering the construction of the Hoa Binh hydroengineering complex on the Da (Black) River with a capacity of 1.7 million kilowatts and the "Falay" thermal electric power plant with a capacity of 640,000 kilowatts. The Soviet "Gidroproyekt" design organization under the USSR Ministry of Power and Electrification produced the technical plan for the Hoa Binh hydroengineering complex. The plan provides for the construction of a high dam with a hydroelectric power plant equipped with eight 240 megawatt hydrolectric generators. This will be one of the largest hydroelectric power plants in Southeast Asia.

Fraternal Vietnam is receiving assistance in the development of its coal industry. The "Khetam" coal mine with an output of 2.4 million tons of coal per year is now being built and a coal mine near (Vangzan') is being expanded in close cooperation with Soviet specialists.

The chemical industry is an important area of cooperation. A caustic soda plant with a capacity of 66,000 tons per year is being built, the "Laokay" apatite mine is being expanded to produce 1.6 million tons of concentrate a year, and a nitrogen fertilizer plant with a daily production of 600 tons of ammonia and a viscose fiber plant with an output of 20,000 tons of finished product a year are being built through joint efforts.

The Socialist Republic of Vietnam is in turn striving to make an ever-increasing contribution to the development of mutually advantageous relations with the Soviet Union. The USSR received various industrial and agricultural goods totaling more than 152 million rubles from Vietnam last year alone. This included overcoats, outer wear, yarn of natural and synthetic fibers, footwear, cultural and personal service goods, matting, rugs, tea, fresh pineapples and bananas and other goods.

Scientific and Technological Ties Are Growing Stronger

More than 60,000 Vietnamese specialists and skilled workers have been trained with the aid of the USSR during the two decades in which the intergovernment agreement on scientific and technological cooperation between the Soviet Union and Vietnam has been in effect, 11,000 of which underwent training at enterprises and technical industrial schools of the USSR and more than 11,000 Vietnamese citizens graduated from Soviet VUZ's and tekhnikums. During that period more than 6,000 Soviet specialists in various fields were sent to Vietnam, including engineers, geologists, agronomists, doctors and teachers. More than 700 Soviet specialists are now working in the Socialist Republic of Vietnam. Around 2,000 sets of scientific and technical documents have been turned over to organizations of the Socialist Republic of Vietnam without payment. They were used for designing and building many economic facilities in the Socialist Republic of Vietnam.

Direct scientific and technological ties have developed extensively in recent years between individual ministries and departments of the Soviet Union and Vietnam. For example, a number of projects are being carried out in close cooperation between the USSR Ministry of Power and Electrification and the Ministry of Power and Coal of the Socialist Republic of Vietnam in the development of lightning-protection measures for electric power lines under tropical conditions with a view to working out specific measures for protecting power engineering facilities. A large number of Soviet organizations have been enlisted for the development and manufacture of special research equipment.

A list of objects of scientific and technological cooperation between the USSR and the Socialist Republic of Vietnam for the period 1981-1985 was agreed upon at the recent sixth session of the permanent subcommission for scientific and technological cooperation between the USSR and the Socialist Republic of Vietnam, which was held in Moscow. It covers more than 90 scientific and technical projects in 20 branches of the national economy, which focus upon the accomplishment of important tasks involved in the development of science and technology. The main areas of scientific and technological cooperation for the period extending to 1990 were also approved.

Fraternal cooperation between socialist Vietnam and the Soviet Union in all areas of the economy, science and technology is expanding by the year. A large number of large industrial facilities have been built in the republic with USSR technological participation, including a machine plant in the city of (Kamfa).

Multilateral scientific and technological cooperation between the Socialist Republic of Vietnam and the CEMA nations is constantly expanding. For example, questions of providing assistance with the accelerated development of the Socialist Republic of Vietnam's science and technology to the year 1990 were discussed at a conference of experts of interested CEMA nations held in Hanoi in October 1970. Vietnam acquainted conference participants with the state of development of science and technology in the Socialist Republic of Vietnam and with the priority tasks in this area based on overall tasks of national economic development. Conference participants were told about a number of Vietnam's leading scientific research institutes. Experts from the CEMA nations, in turn, briefed the Vietnamese representatives on the work being carried out in each nation to study the "Program for Participation by Interested CEMA Nations in the Realization of the Plan for Accelerated Development of Science and Technology in the Socialist Republic of Vietnam to the Year 1990" and the list of scientific and technical projects with which the Socialist Republic of Vietnam is requesting assistance from the CEMA nations during the period indicated. They also indicated the desire of the parties involved in providing assistance with the development of Vietnam's science and technology to concentrate their participation in those areas in which each of the parties possesses the best possibilities and conditions for providing the Socialist Republic of Vietnam with effective assistance in the development of its science and technology.

"In the building of a new life," writes (NYAN ZAN), the organ of the Central Committee of the Communist Party of Vietnam, "and in the struggle against the forces of darkness attempting to interfere with this, the Vietnamese people rely upon the support and solidarity of the Soviet Union and the other fraternal socialist nations.... Cooperation between Vietnam and the USSR and between Vietnam and the other fraternal socialist nations will always be one of the decisive factors of the Vietnamese revolution."

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

THE INTEGRATION OF SCIENCE AND EDUCATION

Moscow OBSHCHESTVENNYE NAUKI in Russian No 6, 1979 pp 13-19

/Article by Valentin A. Kontyug, Member of the Academy of Sciences (Organic Chemistry) and Rector of the Novosibirsk State University imeni Leninist Komsomol/

/Text/ A decree of the CPSU Central Committee concerning the activity of the USSR Academy of Sciences Siberian Section (1977) announced "a program of training personnel for scientific centers, higher educational institutions and for industry and agriculture is being developed at the Novosibirsk State University and scientific research institutes of the section." At present, institutes and design bureaus of the USSR Academy of Sciences Siberian Section alone employ more than 2000 Novosibirsk State University graduates (that is, approximately one-fourth of the graduates of this university established 20 years ago). Without a flexible system of training personnel, the scientific centers of Siberia and the Far East could not grow at the rapid rate which is required for the rapid development of the production forces of the eastern regions of the country.

This system was initiated by Academician M. Laurent'yev and his companions-in-arms at the very first stage of establishment of the USSR Academy of Sciences Siberian Section. Its principle involved the integration of science and education with the term "education" always being intepreted in a wide sense. The branches provide for a close interweaving of the direction and form of work in school (and sometimes pre-school education), college and post-graduate education. Such an interweaving is the natural consequence of the integration mentioned above and inevitably leads to the breakdown of interdepartmental barriers. Coordinated at different levels (by the Presidium of the USSR Academy of Sciences Siberian Section, by the rectorate of Novosibirsk State University, by the Committee for Conducting Olympiads, by the Council of Young Scientists and other agencies), the personnel training system at the Novosibirsk Scientific Center is a unified, developing organism, in spite of the different departmental affiliation of its separate sections. Proceeding from this point of view, I want to describe the experience of interaction of the Novosibirsk State

University of the RSFSR Ministry of Higher and Secondary Special Education and the USSR Academy of Sciences Siberian Section, with special reference to the scientific departments of the section involved in personnel training.

The interaction begins at the level of work with school children. One aspect of this work involves the formation of a contingent of students of the university. From its very inception, the work of the Novosibirsk State University was directed toward the solution of the state problem -- namely providing maximal assistance, through the sphere of higher education, to the intense development of the production forces and culture of the eastern region of the USSR. Solution of this problem requires the highest possible involvement of gifted youths of the region in pursuit of higher education. This is an extremely complex problem since, under existing conditions, the level of training of graduates of schools in large towns, regional centers and villages differs greatly. Moreover, the amount of knowledge possessed by a school child is not the only measure of his creative potential. It is no less important, and perhaps even more important, to evaluate his analytical capacity, his skill in reasoning and in discovering unorthodox methods of solving a problem and, on the basis of these evaluations, to help him select his life work. This required the organization of individual contacts of representatives of the system of higher education with school children or at least with those in the upper grades in all corners of this vast region.

The joint efforts of the USSR Academy of Sciences Siberian Section of the RSFSR Ministry of Higher and Secondary Special Education and the RSFSR Ministry of Regional Education produced a solution to this problem. At the time of Olympiads organized by the RSFSR Ministry of Education, the USSR Academy of Sciences Siberian Section Committee on Conducting Olympiads in collaboration with Novosibirsk State University sends dozens of advanced students, graduate students, Novosibirsk State University faculty members and scientists from institutes of the USSR Academy of Sciences Siberian Section into different cities in Siberia and the Far East for active participation in conducting municipal and regional rounds of olympiads and in conversations with school children.

In 1968, there was organized at the Novosibirsk State University, a correspondence school for the study of physics and mathematics for students of the 8th-10th grades of general education schools and its department of chemistry was opened in 1976. In the course of the year, students must complete 6-7 assignments by correspondence. Olympiads and the correspondence school help to reveal gifted children not only in large towns but also in the most remote corners of the vast Siberian region.

The next stage in this trend involved a 3-week summer physico-mathematical and chemico-biological school in the Academy City, (organized by the USSR Academy of Sciences Siberian Section and the Novosibirsk State University) which attracts nearly 600 students of the 9th and 10th grades. The school reinforces the interest of young boys and girls in natural science disciplines and assists in the expansion of their mental outlook. Eminent scientists of the Novosibirsk Scientific Center present lectures on general problems of science and the national economy and also on social aspects of societal life in the summer school. The experiment involving specialized schools during regular school vacation periods has been fruitful. Two of these, the school for young programmers and the school for young geologists, have become regular schools.

The physico-mathematical boarding school (FMSh) operating at the Novosibirsk State University since 1964, has played an important role in ensuring equal opportunities to school children in receiving a higher education in spite of the unequal level of pre-college preparation in major towns, regional centers and villages. Those same olympiads, correspondence schools and summer schools assist in supplying students for the physico-mathematics boarding school. More than 500 students of the 9th and 10th grades annually receive instruction at the physico-mathematics boarding schools and one-third of these are inhabitants of small settlements and villages. On an average, 37 percent of these students are children of workers and collective farmers.

Highly qualified specialists of the Novosibirsk State University and the USSR Academy of Sciences Siberian Section work directly in the physico-mathematics boarding school. Teachers on the staff include 2 persons with Doctor of Sciences degrees and 26 with candidate of sciences degrees while the scientific council of the school includes one member of the USSR Academy of Sciences, one corresponding member, 5 persons with a Doctor of Sciences degree and 6 with a Candidate of Sciences degree. The high level of methodical work and the teaching itself in the physico-mathematics boarding school helps the students to expand and to systematize their knowledge in basic, general-educational disciplines and to compete successfully later in their college entrance examinations.

All of this helps the university, as was noted in the editorial in "Pravda" 7 July 1979, to find students. Almost 2500 secondary school graduates applied, in 1979, for admission to the Novosibirsk State University for one of the 800 vacancies there while the average diploma mark was 4.7.

We now shall examine the interaction of the Novosibirsk State University and the USSR Academy of Sciences Siberian Section at the level of higher education.

The principles of organization of Novosibirsk University closely resemble the principles of integration of science and higher education tested at the USSR Academy of Sciences Physico-Technical Institute imeni A.F. Joffe in collaboration with the Leningrad Polytechnical Institute and developed further at the Moscow Physico-Technical Institute. The use of these principles for constructing the system of higher education at the Novosibirsk Scientific Center is especially effective because of the proximity of the university and different scientific research institutes which embrace practically all areas of natural, technical and social sciences and to the organizational unity of them.

How is this interaction expressed?

First of all, it involves staffing the program with highly qualified personnel from institutes of the center. More than 400 associates of scientific-research institutes, including 12 active members and 20 corresponding members of the USSR Academy of Sciences lecture, conduct seminars and practical studies and direct course work and diploma work at the university. This form of interaction, recommended by the decree of the Central Committee CPSU and the USSR Council of Ministers "Concerning Further Development of Higher Education and Increase of the Quality of Training of Specialists" (1979) undoubtedly ensures a high scientific level of training students and makes the teaching system highly responsive to the demands of the time. At the Novosibirsk State University, work is underway constantly on the determination of the optimal sequence and mutual coordination of the basic course while special courses are being revised regularly.

The use of qualified personnel and the materials base of the scientific research institutes of the USSR Academy of Sciences Siberian Section ensures an individual approach to each student at the concluding stage of instruction. Annually, approximately 600 4th and 5th grade students are sent to academic institutes to complete their course work and degree work. During this, the university requires that the directors of degree studies have doctoral or candidate degrees in sciences in specialties applicable to the type of preparation of the students. This creates excellent conditions for mastery by the students of the methodology and technique of conducting scientific research and for the study by them of the latest achievements in their chosen area of science or technology.

As a rule, the themes of the course work are developed further in the degree studies and, as a result, the student receives rather conclusive scientific results.

The fact that the course work and the degree work involves the solution of some part of serious scientific problems rather than insignificant school problems is of great significance. Thanks to this, the future specialists, even in the period of training, begin to make a significant contribution to the solution of scientific and technical and national economic problems. Annually, institutes of the Novosibirsk Scientific Center hand in many applications for an invention containing results of student degree studies.

The work of students in scientific research institutes solves still another important problem; it breaks down the psychological barrier, which complicates the adaptation of the college graduate to the scientific or scientific and technical collective. The years spent by the student in the research institute in pursuit of his course work and degree work not only permits him to become immersed in the actual life of such a collective and become a participant in its affairs but also liberates him from timidity and uncertainty concerning his own capabilities.

The use of the scientific potential and the material base of the Novosibirsk Scientific Center permits the smooth revision by the university of the specialization of students and the rapid adjustment of the number of graduates in specialties required for new, important trends of science and technology.

We could present many examples which indicate the fact that the unification of efforts of the Novosibirsk State University and research institutes of the Novosibirsk Scientific Center ensures a very high level of professional training of specialists with a college education. Thus, in 1977, of the 319 diplomas awarded at the All-Union Student Conference "The Student and Scientific and Technical Progress" Novosibirsk State University and Moscow State University shared 1st place in the Soviet Union for the best organization of scientific research work of students. In 1977, students of Novosibirsk State University were awarded 7 medals of the USSR Ministry of Higher and Secondary Special Education and 2 (out of 5) medals of the USSR Academy of Sciences.

In 1978, a student of the department of physics, V. Litvinenko, for his work "Synchrobetatron Resonances During Radiation Chromatism," was awarded the medal of the USSR Ministry of Higher and Secondary Special Education and the Central Committee of the All-Union Lenin Young Communist League and the medal of the USSR Academy of Sciences for "The Best Student Scientific Work for 1978" (the same medal was awarded for the first time 7 years ago to a Novosibirsk State University Graduate I.Shestakov, who is now a Doctor of Physico-Mathematical Sciences). In the same year, a student in the Department of Mathematics, V. Servakh, was awarded the medal of the Ministry and the Central Committee of All-Union Young Communist League, for the work "Question of Calendar Planning Under Conditions of Limited Resources" which contributed directly to the solution of some problems of economic mastery of the Baykal Amur Trunkline Zone. On the whole, Novosibirsk State University students were awarded, in 1978, according to summary of the All-Union Scientific Competition, 8 medals for student studies and were awarded 11 diplomas.

The interaction of the Novosibirsk State University and the USSR Academy of Sciences Siberian Section does not end with the training of specialists with a higher education. The Novosibirsk University Rectorate made an agreement with the USSR Academy of Sciences Siberian Section concerning the sequence of passage of probationary work by graduates and the subsequent evaluation of it. The Novosibirsk State University and the Siberian Section work quite closely together in training candidates of sciences through their post-graduate studies. There are presently 240 persons pursuing post-graduate studies at the Novosibirsk State University. As a rule, their directors are scientists working simultaneously at the university and in research institutes of the center, which permits the use of all of the previously mentioned advantages of the cooperation of the two departments.

There is also the prospect of the collaboration of the Novosibirsk State University and the USSR Academy of Sciences Siberian Section in such an extremely important matter as the training of highly qualified personnal. Under the conditions of the scientific and technical revolution, this task takes on national importance.

The Institute for Advanced Study of Teachers of the Social Sciences, operating at the Novosibirsk State University since 1973, has provided retraining for nearly 700 teachers. The students attending the institute include many specialists with much teaching experience and extensive research activity in colleges. Therefore, special emphasis here is given to the development of scientific-methodological work and to the generalization of the collective experience of the Chairs of different colleges of Siberia and the Far East.

In 1977, upon the initiative of the USSR Academy of Sciences Siberian Section Institute of Economics and Organization of Industrial Production, there was opened, at the Novosibirsk State University, a special department on economic forecasting and long-range planning. The main task of this department involves provision of assistance to directors of ministries and departments, to directors of enterprises and to college teachers in the mastery of modern methods of optimal planning and control of production. The teaching process is oriented around diverse active forms of mastery of new material, including the conducting of business games with the use of an EVN /electronic computer/. The organization of the new department was possible because of the effective collaboration of the department of economics of the university, the Institute of Economics and

Organization of Industrial Production and the USSR Academy of Sciences Siberian Section Computer Center. The first results of the work of the special department are extremely reassuring.

We shall present a brief consideration of the problem concerning participation of the Novosibirsk State University in scientific developments of the USSR Academy of Sciences Siberian Section. We spoke above of the extensive involvement of students and graduate students of the university in basic research, conducted by academic institutes of the Novosibirsk Scientific Center. Many regular staff members of the university are involved in this research.

Fundamentally new opportunities arose after the organization in 1962 of the scientific research center at the Novosibirsk State University. According to the specific nature of the university, this sector is oriented, on the one hand, for the study of new (predominantly complex) trends which may, in the future, be included in the long-range programs of basic researches of academic institutes and, on the other hand, in the development of those results of highly practical basic researches of academic institutes. It is not surprising therefore, that many studies are being conducted according to 3-sided economic agreements between the Novosibirsk State University, the USSR Academy of Sciences Siberian Section and an industrial enterprise or a design bureau. The material base of institutes of the center is being used for most research.

This is a general picture of the multi-level interaction of the Novosibirsk State University and the USSR Academy of Sciences Siberian Section. This interaction involves not just cooperation of efforts but, more precisely integration, when the interests of institutions of two departments in problems of training personnel and the use of the intellectual potential and material base are so intertwined that it is difficult to distinguish the interdepartmental boundary. The Novosibirsk experiment, which has passed the test of 20 years, has been, on the whole, quite positive. Without doubt, the system of training personnel in the Novosibirsk Scientific Center is far from exhausting all of the possibilities inherent in it and it must continue to improve and develop.

Great attention is given, at the Novosibirsk State University, to the development of the public activity of students and to the search for new forms of work in this direction. Students of the Novosibirsk State University, for the first time among Novosibirsk colleges, formed, in 1963, virgin lands construction detachments and, in 1966, exchanged international detachments with Czechoslovakia and, in 1975, became initiators of the creation of a regional, international student camp. The appeal by the Komsomol organization of the university to lend, in 1979, efforts of student detachments to the operation "Memory," dedicated to the

60th anniversary of liberation of Siberia from the white guard, was supported by many colleges. An excellent school of public and political activity is provided by the measures of the "Week of International Solidarity," conducted annually at the end of April by the university in collaboration with the regional committee and the district committee of the All-Union Lenin Young Communist League (VLKSM). Hundreds of boys and girls conduct subbotniks throughout the year in order to buy, with the wages, surgical instruments, photographic equipment, movie cameras and books which are sent on the day of the "Week" to representatives of progressive youth groups of countries struggling for their freedom and independence.

"We recognize and we shall remember your contribution to our struggle," said Cecily Suares, a member of the governing body of the 13th Political May-Day Meeting. "The radio sets given by you last year are now being used by the voice of freedom in Chile. The tape cassettes which you gave us today will help us bring the voice of unconquered Chile to the people."

At the university, there has arisen traditional evenings of questions and answers which touch upon practically all vital problems of the life of the country and international problems without side-stepping controversial issues. They are supplemented with debates on different themes, especially moral and ethical matters.

These kinds of work together with the peculiarities of the teaching process provide youth with a sense of participation in everything that is occurring in the country and a sense of responsibility for the fate of the world.

For successes in the training of high qualified specialists -- active builders of Communism, Novosibirsk State University was recently given the renowned name of Leninist Komsomol.

2791
CSO: 1823

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

ONE- AND TWO-YEAR VOCATIONAL-TECHNICAL SCHOOLS

Moscow UCHITEL'SKAYA GAZETA in Russian 27 Nov 79 p 1

[Interview with A. A. Bulgakov, Chairman of the USSR State Committee for Vocational and Technical Education, by A. Orleanskaya: "If There Are Two-Year Schools..."]

> [Text] Modern production insistently demands laborers ready to tirelessly improve their level of skill. Today, about 30 percent of the national income increment is provided through improved worker skill and raising their general educational level. This five-year plan, more than 11 million young workers will receive travel passes to the life of labor upon their graduation from vocational-technical schools. Secondary PTU [vocational-technical schools] play a definite role in this system of academic institutions. At the same time, we still have the one- and two-year schools. How is the problem of raising student general educational levels being solved? Our correspondent asked A. A. Bulgakov, Chairman of the USSR State Committee for Vocational and Technical Education.

[Answer] Each year, the number of schools which do not provide a general secondary education along with a vocational one decreases appreciably. The CPSU Central Committee and USSR Council of Ministers decree adopted in 1969 on "Steps to Further Improve the Training of Skilled Workers in Academic Institutions of the Vocational-Technical Education System" ensured the rapid development and improvement of secondary PTU's. Ten years ago, there were only about 100 of them, and now the number is roughly 4,000. Nearly two million young men and women are being taught in them.

We anticipate than in 3-4 years, practically all our schools will be able to provide graduates, along with vocational skills, general-educational knowledge in the same amount as the secondary schools. It is just such schools which will most fully meet the requirements of developed socialist society for training the next generation of young workers.

However, there are also 1,387 PTU's of the usual type, with enrollments of 671,000, still in use. This is quite a substantial detachment of tomorrow's workers, and of course, we cannot but be concerned about their general educational level, cultural world outlook and future prospects for perfecting their vocational skills.

There exist three variants of general education for students in one- or two-year PTU's: direct training in the vocational-technical school following a combined study plan, parallel training in school and at ShRM [workers' youth schools] (internal form), and, finally, the same principle, but with external (correspondence) training in workers' youth schools.

Which variant is preferable? It hardly makes sense to give priority to any one of them. Consideration must be given to many factors, and in particular to the specifics of the occupation, study load, and so on. The experience of recent years has permitted approximately a fourth of the two-year PTU's to conduct general-educational training of their students on the basis of a combined study plan. The USSR State Committee for Vocational and Technical Education, jointly with the USSR Ministry of Education, has developed a variant in which PTU students take a 9th grade program in two years of night school. This provides an opportunity for reducing the total load to 38 hours per week and to ensure deeper and more lasting knowledge for young people.

Such schools acquire their student bodies on the principle of "a night-school class for the PTU study group." ShRM teachers generally hold classes in general educational disciplines in the PTU's. Class offices with the necessary technical means of training, visual aids and study literature are created there.

Such joint activity by vocational-technical and education organs facilitates retaining the entire student enrollment and helps achieve rather good indicators in the study-education process.

But there are quite a few occupations whose mastering involves specifics which in turn exclude the possibility of operating on the principle of "a night-school class for the PTU study group." I am thinking, for example, of training workers in geological surveying, coal, ore-mining, petroleum, gas, transport, communications and certain other occupations. For this category of workers, correspondence or internal training in the ShRM is the most suitable form.

In execution of the CPSU Central Committee and USSR Council of Ministers decree of 30 August 1977 "On Further Improvement in the Process of Training and Educating Students in the Vocational-Technical Education System," all the conditions necessary for them to acquire a general education in night (shift) schools for working young people are being created locally.

The USSR State Committee for Vocational and Technical Education recommends that joint methods and study-educational work be done by general schools and PTU's. Joint teacher councils, unified educational work plans and permanent contacts between foremen and class leaders have become customary for many academic institutions. Good results in this directions have been achieved in Moscow, Leningradskaya, Voronezhskaya, Ivanovskaya, Murmanskaya, Rostovskaya and Orlovskaya oblasts and in the Tatar and Mordovian autonomous republics.

Unfortunately, things are not this way everywhere. PTU students are still poorly covered by night-school and correspondence education in Kirgizia, Tadzhikistan and Turkmenia. Student progress is poor at vocational and technical schools of the Buryatskiy and Kabardino-Balkarskiy republic administrations, the Primorskiy Kray administration, and the Astrakhanskaya and Kurskaya oblast vocational-technical education administrations.

[Question] The review "A Secondary Education for Each Young Worker" has taken on broad scope in our country. And, although it presupposes inclusion in its orbit of young people already working, it seems that its success depends in certain measure on the "baggage" with which graduates of one- and two-year PTU's arrive at production.

[Answer] Of course. The two-year break is no trifle if it arises in mastering general educational disciplines (I am thinking of years of study in school). It is entirely clear that it will then be considerably harder for the young worker to master the principles of science in night school. But master them he must. Such is the demand of the times, of the law on universal mandatory secondary education.

The process of obtaining knowledge is in and of itself a stimulus to new knowledge, to study. And we are striving to achieve a situation in which it is not interrupted in the general-education training plan, in connection with arrival at the PTU. If a young man or woman comes into one of them at the very start in an atmosphere which excludes any digression from their general education, they will not abandon classes in night school once they have obtained a vocation.

The best base enterprises, with both PTU's and night schools under their guardianship, zealously follow the successes of their young people. And this is understandable, as they are interested in reinforcing cadres with a modern level of training, ones striving to deepen their knowledge.

After graduation night, the school's baton, if one can thus express it, is passed to production. And of course, the more easily it is carried, the more successful the pass and young workers studying in PTU's will successfully master the program for the school's upper one or two grades. In this sense, the schools of the vocational-technical education system actually facilitate measures important to the state such as the "A Secondary Education for Each Young Worker" review.

11052
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TRANSPORTATION

ROADBUILDING IN SWAMPY AREAS DESCRIBED

Moscow MOSKOVSKAYA PRAVDA in Russian 31 Oct 79 p 1

[Article by V. Kazarnovksiy, chief of the roadbed and surfacing division of SoyuzdorNII [All-Union State Scientific Research Institute of Roads and Highways] and doctor of technical sciences: "Chemistry is Building Roads"]

> [Text] The collective of SoyuzdorNII has advanced a new type of "road top dressing" using material made from the industrial waste of synthetic fibers. The institute's development is being introduced in road construction, particularly in localities near Moscow and in Siberia. V. Kazarnovskiy, chief of the roadbed and surfacing division of SoyuzdorNII, comments as follows:

Roads have been built in swamps for a long time. But previously it was done in this manner: the peat was removed to its hard substructure, then soil was brought in and put in its place, and the usual road surfacing was applied on top. This takes a long time and is expensive and labor-intensive.

We have advnaced a method of compressing the natural substructure. It may be compressed in different ways. A designed fill can be made, and under its weight the loose earth will be compressed together in several years. The compression is speeded up if the fill is poured out higher than designed or if vertical drains are made in the peat for water runoff. Methods of layered compression of soils may be employed. In any case, very accurate calcualtions of the height of the fill are required in order to avoid protrusion of the earth to the side.

Nature has concealed the unique gas and oil deposits of Tyumen in swamps. Without roads there is nowhere to drive through there and they must be built in record periods of time. In carrying out a great deal of work for Siberia and the Far East, we advanced our developments. In Tyumen, precast concrete slabs were used for road surfacing for the first time.

Construction is carried out in two stages. In the first stage, fill is poured out on the surface of the swamp. The concrete slabs are laid on it, resulting in the first stage of the thoroughfare. Gradual compression of the peat takes place in the roadbed. When the settling reaches the extent estimated, they "pour" the seams, and a heavy-duty pavement results; this is the second stage of construction. Nearly 1,000 kilometers of road suitable the year round for fast traffic of heavy trucks already have been laid in Tymen.

Waterlogged soils or shallow marshes also are widespread in the oil regions of Siberia. Vehicles will not sink in them, but will get stuck. There they are making "log roads"--a highway flooring out of wood. Our institute has proposed that the expensive and valuable wood be replaced by the synthetic nonwoven material dornit, which is made out of lavsan waste.

The technology of construction is not complicated. They spread this nonwoven roadbed, which is like reinforcement for the road structure, on any kind of soil. They lay the usual road surfacing on top. As the need arises, a vehicle can also travel simply on the roadbed made of textile material. The use of synthetic materials in road construction has a great future.

In striving to greet the 62nd Anniversary of the Great October in a worthy manner, the institute's collective is directing its efforts toward the completion of the assignments of the fourth year of the five-year plan ahead of schedule.

8936
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FIVE-YEAR PLAN FIGURES FOR PAVED ROAD CONSTRUCTION

Moscow SEL'SKOYE STROITEL'STVO in Russian No 8, Aug 79 pp 21-23

[Article by P. Konstantinov, chief engineer of the Rosspetsstroy Association of the Roskolkhozstroyob"yedineniye [All-Russian Association of interKolkhoz Construction Organizations]: "We are Improving Roadbuilding Efficiency"]

[Excerpt] In the 10th Five-Year Plan, 25,000 kilometers of paved motor roads, including 13,000 kilometers on the farms of the Nonchernozem Zone, must be build and put into service. Today the Rosspetsstroy [Republic Specialized Trust of the Glavspetsstroy, RSFSR] is consolidating and coordinating the work of 38 roadbuilding trusts which are carrying out road construction in 38 autonomous republics, krays and oblasts of the RSFSR.

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8936
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TRANSPORTATION

ATOMIC ICE-BREAKER 'LENIN' CELEBRATED

Moscow VODNYY TRANSPORT in Russian 1 Dec 79 p 1

[Article by A. Kalugin: "An Atom Ship's Difficult Miles"]

[Text] The first-born of domestic atomic shipbuilding -- the ice-breaker "Lenin" -- is 20 years old. That is an impressive age for a ship. The ice-breaker has covered more than 350,000 miles and has conducted around 2,000 transportation ships through heavy ice, but it has retained its strength and its use. The care of its crew and its reliable construction will make it possible for it to work for many more years. Happy sailing to you, atomic giant!

It has to be admitted with regret that even people of such a courageous occupation as Polar sailors have not yet rid themselves of the harmful habit of smoking. For this reason the smoking room of the atomic ice-breaker "Lenin" is rarely empty. However, it is also frequented by people who have long ago stopped polluting the very clean arctic air with tobacco smoke. During one's free hours it is always possible to have a heart-to-heart talk here and to find out the latest news....With respect to the news the most informed person on the ice-breaker is, of course, the radio operator.

When the "god of the air" opened the door the conversation immediately died down and everybody stared at the thick package of radiograms in his hand. But he did not hurry to distribute them. He let it be known with his entire appearance that he was extremely worn out by his very difficult duties and strenuous shift on the air. The fact is that during these days the atomic vessel "Lenin" is preparing to celebrate its 20th anniversary, and from every corner of our country and from abroad the crew is receiving congratulatory radiograms. After having seated himself and thought for a few minutes the radio operator suddenly blurted out:

"They are taking us apart!"

"What....How are they are taking us apart?" a young cadet said in open-mouthed amazement.

"How? With the pen. Yes, yes, with the pen! And do you know where? In South Korea."

Let us leave for now the comfortable salon of the ice-cutter since it is far from its home port, among the polar ices, and we cannot vouch for the absolute accuracy of all of the details of the above-described scene. But not only the crew has reason for amazement.

Not so long ago the English weekly MARINE WEEK which pretends to be solid and objective in treating the events of international shipping informed its readers in all seriousness...about the sale of the ice-cutter "Lenin" for metal scrap to South Korea (!). In order to give the color of reliability to this completely invented news item, the newspaper "informs" its readers in a business-like tone that the "sale price of $140 for a ton of dead weight corresponds to the announced rates for other ships which have been sold for scrap." After the refutation which followed from the USSR Ministry of the Maritime Fleet (VODNYY TRANSPORT 27 September 1979) the newspaper MARINE WEEK explained to its readers under the intriguing rubric of "Not Yet Scraped" that it had received this report from certain "broker circles" in London. By itself this case which once again characterizes the "cleanliness" of the sources of information of the bourgeois press would not deserve attention if it was not typical for the methods of treating the work of the atomic ice-breaker "Lenin" in the western press.

When on 3 December 1959 it was announced that the world's first atomic ship for a merchant fleet -- an ice-cutter which had received the name of the great leader of the workers -- had been commissioned in the Soviet Union, anti-Soviet circles in the West were in a state of shock. The stir of world public opinion which had been caused by the launching in the USSR of the first artificial earth satellite had not yet quieted down and the report of the creation in our country of the world's first atomic electric power station was still fresh in the memory of people....And now again a first, the first peaceful use of atomic energy at sea. The propaganda doctrine of the economic weakness and scientific and technical backwardness of the Soviet Union which had been put together by them came tumbling down like a house of cards.

Attempting to somehow discredit the very idea of the use of atomic energy in the merchant marine and to deaden the impression which had been created on world public opinion by the Soviet scientific and technical achievements, many of the publications of the imperialist states created a sensation about the "danger" of radioactive pollution by the ice-cutter of the air and the sea. "We had hardly entered the Danish Straits," the captain of the "Lenin" Boris Makarovich Sokolov recalls about the boat's passage from Leningrad to Murmansk, "when we were immediately joined by a Danish military patrol-boat which "escorted" us to the entrance to the North Sea. We were almost continuously accompanied from the air -- a Swedish helicopter, Danish or Norwegian airplanes, or American airplanes. Flying-boats with American markings accompanied us to the very northern end of Norway -- the Nordcap Cape."

But it was all in vain. The sensitive equipment did not even show traces of radioactivity.

Then the western press seemed to forget about the existence of the Soviet atomic vessel and concentrated the attention of its readers on the construction in the United States of the experimental ship the "Savannah" whose power installation had been hurriedly refabricated from the atomic engine of a submarine. While the "Savannah" suffered one unpleasantness after another in its tests, the "Lenin" was working at full capacity in escorting merchant ships. During the second navigation period in 1961 it was given a fantastic job: the ice-cutter broke through the heaviest ices to the center of the Chukotsk and ensured the creation on an enormous sheet of pack ice of the new "North Pole-Ten" ice-drift research station. A large group of journalists participated in the cruise and it received extensive international resonance. But this was only the beginning! The opening of the Yenisey Dam, the unprecedentedly early opening of polar navigation, and the late fall escorting of caravans of ships -- this is far from a full list of its feats. During its first six navigation periods the "Lenin" covered 82,000 miles and along with other ice-cutters conducted around 400 transport vessels.

The Soviet atomic ice-cutter did not only break up the ice of the Arctic. Having become a kind of symbol of the use of the energy of the atom for peaceful purposes, it did quite a bit of work in cleaning up the political climate of the planet from the ices of the "cold war."

In 1966 when Soviet specialists made a decision to modernize the atomic installation of the "Lenin" it had already become clear that the "Savannah" had not justified the hopes of its creators. Its unsuitability for commercial use was further complicated by the fact that most countries did not trust the reliability of its equipment and closed their ports to the American atomic vessel. In 1970 the "Savannah" ingloriously ended its sea voyages. At that time the "Lenin," with a new atomic heart, was already conducting caravans of ships to Dudinka with cargoes for the Noril'sk Combine and was opening up the ice barrier of the Karsk gates.

And then, as if on command, a new flurry of inventions about the ice-cutter began. The English newspaper THE GUARDIAN informed its readers about a "serious accident" on the ice-cutter. Other bourgeois newspapers provided colorful descriptions of the "leaks" and "radiation" on it and even of the crew's "flight along the Arctic ice" from the ice-cutter. Aware of the unconvincing nature of such "information," certain publications referred to insufficient knowledge about the ice-cutter's new power plant. However, the report by the Soviet delegation at the Fourth International U. N. Conference on the Peaceful Uses of Atomic Energy received almost no treatment in the press of the capitalist countries which, incidentally, was also the case with the data on the ice-cutter which had been published in Soviet periodicals. As for the crew's "exposure" to radiation, I would like to cite the testimony of the chief doctor of the atomic vessel which was published during that period in the periodical MORSKOY FLOT (No. 4 1972). "In my practice," N. Lisitsyn wrote, "there was not a single case of occupational illness connected with the influence of radiation on the human organism. All of the sailors have had and are continuing to have normal and healthy children, and some of them have produced twins."

Numerous delegations of specialists and journalists from many countries who visited the ice-cutter were able to convince themselves of its reliability and remarkable technical and economic qualities. The new propaganda soap bubble burst without a trace. For its great contribution to ensuring the arctic shipment of economic cargoes and for its use of atomic energy for peaceful purposes, on 10 April 1974 an ukaze of the Presidium of the USSR Supreme Soviet bestowed upon the "Lenin" the highest award -- the Order of Lenin -- and two years later a large group of its sailors received orders and medals for their billiant mastery of winter sailing to the Yamal Peninsula.

With the commissioning of the new Soviet atomic ice-cutters the "Arctic" and the "Siberia" it became increasingly difficult for western propagandists to maintain their "pose of silence" in relation to the successes of our atomic shipbuilding. The heroic crews of the "Arctic" to the North Pole and the high-latitude sailing of the electric diesel ship "Captain Myshevskiy" under the escort of the atomic ice-cutter "Siberia" became widely known in the entire world. It was precisely at this time that the second atomic ship of the capitalist world, the "Otto Gan," which had been built in the FRG and had no found a practical application in the merchant marine forever left the oceans. The Japanese atomic ship "Mitsu" which had taken around 15 years to build also did not go to sea.. ..At the present time only the Soviet Union possesses atomic merchant ships which are accomplishing economic tasks in delivering peaceful cargoes to the population and industry of the northern areas of our country.

2959
CSO: 1823

DELAYS IN FAR EASTERN AND SIBERIAN TRAIN TRAFFIC

Moscow GUDOK in Russian 15 Dec 79 p 2

[Article: "These Notorious Junctions"]

[Text] The "east-west" operation was apparently coming to an end: 31,000 surplus cars remained at the middle of November in the operating stock of the railroads of the Urals, Siberia and the Far East. And the rates of transferring the surplus rail cars were sufficiently high in November. But matters became worse at the end of November and the beginning of December--the trains in the odd direction were delayed. As a result there are now 29,000 surplus cars on the railroads of the Urals, Siberia and the Far East.

What is wrong? Again it is the problem of junctions. Druzhinino Station is again delaying train traffic from the east. According to the technical plan, it should receive 55 trains daily, but only 38 actually are passed to the west.

But the main obstacle in the path of the trains coming from the east was the junction terminal between the Krasnoyarsk and Eastern Siberian railroads--Tayshet Station. Instead of 74 trains per day, it passes only 67 in the odd direction. Rolling stock from the west also passes just as poorly through it--seven trains below the norm.

It should be noted that transfer of rail cars through this station in both directions decreased appreciably since it became an inter-railroad junction. Bureaucratic disagreements between the Krasnoyarsk and Eastern Siberian railroads have intensified. They in no way contribute to successful fulfillment of the general state task.

Trains from the west were frequently stopped in front of Mezhdurechensk Station during the first 10 days of December. The reason is found in the fact that the tracks are in unsatisfactory conditions here.

The Alma-Ata Railroad, where locomotives are seized and passed to unconsolidated branches has let down the Western Siberian Railroad very much. As a result, the Western Siberian workers do not have enough diesel locomotives for hauling trains to the Lokot' junction station.

Rolling stock pass even more slowly through Arkhara. The even-direction flow was especially delayed. True, the traffic engineers cannot be accused in this case. There is, as they say, an objective reason. The Bira-Khabarovsk section is being electrified--the "windows" are frequently shifted.

The managers of the railroads in the Urals, Siberia and the Far East should keep the following in mind. Odd freight traffic flow has now been reduced sharply. And in order not to delay the even flow, dispatching of locomotives in the odd direction must be intensified by a reserve--from Petrovsk Zavod to Mariinsk.

Transfer of trains is being organized best on the Western Siberian, Sverdlovsk and Southern Urals railroads. The number of trains without locomotives has been reduced significantly on the Trans-Baykal railroad.

6521
CSO: 1823

PROBLEMS IN LAYING COMMUNICATIONS LINES ALONG BAM

Moscow GUDOK in Russian 15 Dec 79 p 2

[Article by O. Sokolov-Baykov, chief technician of the Engineering Department of Glavbamstroy: "Above or Below the Ground?"]

[Text] One of the most acute problems which the builders of the Baykal-Amur Mainline Railroad have encountered was laying the communications lines.

When the temporary settlements were erected, everything proceeded rather simply. The long winters and the need to provide the populace with heat and electric power under these conditions drove the builders, forcing them to act quickly. The sensible idea suggested that the heating system could be laid above the ground in these cases. And this is what they did. Instead of breaking up the unyielding frozen soil and digging trenches in it, they knocked together wooden boxes, insulated them with slag wool, sawdust or moss and laid the lines. They placed posts on cribwork supports for the overhead electric transmission lines.

Is this primitive? Possibly. But this was justified during operation! If the heating line broke somewhere, if a pipe rusted through or if a slide valve failed, they opened up the box, corrected the defect and the system was saved against freezing. And if someone suggested the "trench" version at some time, this was taken as a joke. Incidentally, the heating line boxes were used as pedestrian crossings, eliminating the need to lay sidewalks.

But now the builders have begun to construct permanent objects. How are the planning organizations solving problems of laying communications lines? Unfortunately, they are unwillingly deviating from the traditional "western" solutions, hardly taking into account the specific climatic and engineering-geological conditions of the region as a whole and of its individual sections. The Mosgiprotrans Planning Institute [Moscow State Planning and Surveying Institute of the State Industrial Committee for Transportation Construction, USSR], for example, has hidden almost all the systems within the squares in Mogot, Zolotinka and Berkakit villages in the frozen, unyielding ground, even though it is not easy to cope with this problem.

How is the underground variant of laying communications lines poor?

First, it is laborious work to excavate trenches in frozen soils in winter, it is expensive and frequently it is simply impossible, since it is dangerous to carry out drilling-explosive operations at the construction site. Thus, there is the seasonal nature of construction-installation work, the summer here is short and one does not always succeed.

Second, not only torrential rains but also frozen water fall into the trenches in summer. The soil of the "active" layer gradually thaws and releases moisture and the trenches become a unique water-drain channel. Expensive drainpipe, which are also not provided in the plans, are not very efficient since operation of them under arctic conditions is difficult. And moreover, this drainpipe cannot be installed during the construction period in each trench and the thawing soil at the development site is quite adequate so that the water flows "along the throat." And if one tries to insulate and waterproof the underground lines well under these conditions and to lay manholes and pipes along the markers, one must ensure against their subsequent sagging and heating the manholes and chambers.

And if one does not manage for some reason to do everything before the onset of frosts and they touch the water, local ice deposits appear, the foundation heaves and the joints freeze. You have to postpone work until the following season or turn over material that is known to be rejected!

Unjustified labor and material expenditures to control water and sagging, as well as nervous strain, which is undoubtedly a poor assistant, cannot be thrown out of the calculations.

And, finally, even with ideal laying of the heating system under the earth in winter, a thaw zone forms around the manholes--the result of a difference of plus temperatures in the channel and minus channels in the surrounding soil zone. Hence, moisture leaks in and there is the inevitable local sagging. When the trenches are ventilated to maintain a constant minus temperature on the walls, this leads to unjustified heat losses and overconsumption of fuel in the boilers, which is economically unfeasible.

I would like to again mention Berkakit Station, where Mosgiprotrans did not provide a multiple drainage system and used typical heated manholes for dry soils in designing the heating systems within apartments of the residential village. This was expensive for the builders, who were literally flooded with water.

Many troubles also await the operators. They will frequently think of the designers when, with crowbar and pick in hand, they have to search out damage in a clogged communications line, a broken heating system pipeline or a "punctured" power cable.

We feel that solution of this problem can be divided into two steps. The design versions must be urgently reconsidered in the first step. Drain systems must be designed where underground communications lines are provided.

The problem of converting to trenchless aboveground laying of communications lines should be considered in the second step when planning the BAM villages. Obviously, the heating, water supply, delivery sewer lines and electricaly, telephone and radio systems can be combined.

There is no seasonal factor in the aboveground variant, installation conditions are improved, the quality and reliability of system operation are increased and maintenance of them is simplified. After all, it is no accident that surface installation was used successfully at Noril'sk. Of course, a number of engineering problems had to be solved, the architectural-planning solutions of the villages on the BAM had to be reviewed and they had to deviate from the traditional development schemes.

A variant of combined installation of systems on supports up to one meter high with installation of overpasses and crossings at intersections points with roads and pedestrian sidewalks is possible. Scaffold bridges for communications lines can be combined with heated pedestrian tunnels, intersections of which with roads will be done at different levels. In short, there is something to think about.

6521
CSO: 1823

RAIL TRANSPORT PROBLEMS AT GOR'KIY

Moscow GUDOK in Russian 15 Dec 79 p 2

[Article by L. Kiseleva, deputy chairman of the People's Control Group of Gor'kiy-Moscow Station, S. Sablin, senior spur track inspector of the Gor'kiy Division, L. Volkov, GOR'KOVSKIY RABOCHIY correspondent, and A. Yudanov, GUDOK correspondent: "In the Position of Stepchildren"]

> [Text] Comrade L. I. Brezhnev, in his speech at the November (1979) Plenary Session of the CPSU Central Committee, criticized the work of railway transport for crude violations of the freight shipment plan. Leonid Il'ich also indicated the need to sharply increase the responsibility of industrial, construction and trade enterprises for timely loading and freeing of rail cars. The published raid material reveals deficiencies in the use of rolling stock at Gor'kiy enterprises.

The use of rail cars has deteriorated sharply since 1977 on the spur tracks of the Gor'kiy Machine Tool Production Association. Three years ago each rail car stood idle on its loading fronts for 10.5 hours compared to the norm of 9.8 hours. The figure was 12 hours in 1978. This year the idle times have approached 13 hours and they comprise 14 hours in November and December. At the same time the association itself, like tens of other enterprises of the city, is experiencing an acute shortage of rolling stock.

Why has such an unfavorable situation been created in the association?

We asked this question of the director of the association P. A. Baranov. Instead of an answer, Comrade Baranov essentially talked about how important it is to have strong rear forces at the enterprise, that is, a modern transport shop and large warehouse facilities. He then began to complain that too much of his time is spent with concerns about shipping finished products.

"And generally," Petr Artem'yevich stated categorically, "we are concerned a lot and constantly with our own transport section."

However, the facts indicate otherwise. The transport section is remembered only when Gor'kiy-Moscow Station is fined for above-norm idle times or after the people's control bodies and the Lenin party raykom request an explanation from the association managers concerning delays of rolling stock.

The section facilities, especially the hoisting mechanisms, are in unsatisfactory technical condition and the cranes require replacement or major overhaul. But neither one nor the other is being done. Only four of seven diesel locomotives are in operation and the remaining ones remain idle--there are no spare parts and there are not enough qualified personnel for repair work.

Incidentally, a word about personnel. Only half the loader and track installer brigades in the section are at full force. And not because people don't want to work here. Little concern is manifested about them and they are poorly provided with tools, small-scale mechanization equipment and special clothing. The heavy manual labor naturally leads to personnel turnover.

Proper attention is generally not devoted in the association to technical development of the transport section. The locomotives and cranes are "stored" in the open. The so-called depot is in a building that looks like a barn. A diesel shunting locomotive and crane have difficulty in moving simultaneously in it. One can see that the windows in the depot are covered with plywood. What is wrong? It turns out that the association managers decided to "insulate" the building by this "method": the building is cold because the doors are broken, the roof is in poor condition and the heating system does not operate. And now it has even become dark in the depot.

Before visiting the transport workers, we visited some production sections. There is nothing bad that you can say about them: they are large, warm and there is plenty of daytime and electric lighting. But the transport section is like a stepchild here. Thus, it was planned to spend 20,000 rubles this year on reconstruction of the track facilities, but only 10,000 were assimilated. Until now there has been no station to house the locomotives and cranes on the route. There is no diesel locomotive repair base--they are repaired in the open.

Nothing has been done. Nothing has been fulfilled. And it is literally like this for each item of the plans and pledges for development of the transport-warehouse facilities. How can one talk about productive use of rail cars here!

The managers of the Plant Dvigatel' Revolyutsii (the director is Yu. V. Sukhov and its deputy for supply and transport is K. K. Laletin), who in no way want to transfer the building of the former locomotive depot to the transport workers, which is free with regard to organization of a combined transport facility here, also occupy a strange position. But after all the rail car idle times at this plant have exceeded six hours above the norm. Every third of them is loaded with violation of the GOST [State Standard] and is returned to the plant to make up for rejection.

The idle times at the other enterprises serviced by the combined transport facilities are also high. This is especially true at the leather factory, at the administration of production-technical equipment, at the lumber packing warehouse and the soft packing factory. No unloading is usually done here at night, on days off and on holidays.

There are also serious complaints against the workers of the Gor'kiy Railroad. Three million rubles' worth of finished products were accumulated at the machine tool building plant because of them. We saw hundreds of unique machine tools ready for shipment in the assembly and paint sections--there was no lumber for packing. The machine tool builders had a shortfall of more than 300 rail cars of lumber from the railroad workers and no one knows when the planned raw material will arrive. "We have no empty cars," the commanders of the Gor'kiy Division of the railroad answer imperturbably.

Actually, there is a shortage of empty cars, especially of gondolas. Consequently, they must be searched out by more efficient use of transport facilities. Unfortunately, up to 100 rail cars are lost daily at the stations of the Gor'kiy-Moscow, Gor'kiy-marshalling, Kostarikha, Pochinka, Myza and Petryayevka junction terminals due to deficiencies in organization of the work. They are adequate to support several enterprises of the city with a surplus.

Information of the consignees on the arrival of trains is also unsatisfactory among the railroad workers. It happens this way: rail cars with freight were already dispatched to the spur track and the station is called only after this--he says prepare people and equipment.

The combined transport section of the machine tool building plant is unfortunately no exception. On the contrary, its deficiencies are typical for the transport facilities of many enterprises and organizations of the city. The situation is very poor in this regard in the Reinforced Concrete Bridge Structures Plant of Mintransstroy [Ministry of Transport Construction], whose spur tracks are adjacent to Petryayevka Station. A base of the Gor'kiy subway is being constructed in this rayon and the plant is supposed to service the most important construction site of the city. But the railroad track from the station to the base is impassable. The travel speed along this branch is limited to five kilometers per hour.

The situation is no better at the metallurgical, rubber products and brewing plants. More than 2,000 rail cars were lost this year through the fault of the workers of these enterprises.

The Gor'kiy Wine Association, where the deputy general director for supply and transport is B. V. Kaygorodov, set "records" for idle times. It entered 1,150 rail cars during 11 months to the "account of wastefulness" and the railroad paid 50,000 rubles in fines for idle times. The bureau of the Nizhegorodskiy party raykom recently reprimanded Comrade Kaygorodov for an irresponsible attitude toward the use of the rail car stock. However, the idle times on the spur track of the association not only did not decrease after this, but even increased.

We heard many valid complaints against the railroad workers at the enterprises and in the transport sections. They told us that many empty cars known to be unsuitable for loading are sent from the junction stations to the tracks of enterprises and organizations. Preparation of transit documents takes too long in the commercial offices. Failure of the Gor'kiy railroad workers to fulfill agreed upon pledges on rhythmic delivery of rail cars to the loading fronts and in forming of finished groups has become a system.

An increase in the efficiency of rail car utilization must be achieved through the common efforts of the railroad workers, the consignees and consignors. The decisions of the November Plenary Session of the CPSU Central Committee require this.

6521
CSO: 1829

TASKS OF RAILROAD WORKERS OUTLINED IN A SPECIAL MEETING

Moscow GUDOK in Russian 15 Dec 79 pp 1, 3

[Article: "Pressing Problems of Railroad Workers"]

> [Text] On 13 December the minister of railways I. G. Pavlovskiy held a general network dispatchers meeting devoted to problems of railroad workers in light of the decision of the November Plenary Session of the CPSU Central Committee, the second session of the 10th convocation of the USSR Supreme Soviet and the instructions of Comrade L. I. Brezhnev. The managers of railroad divisions, stations, locomotive and rail car depots, track, signalling and communications sections, territorial administrations of Promzheldortrans [expansion unknown], subways, rolling stock repair plants and spare parts production plants, other enterprises and subdivisions of railroad transport participated in the meeting.

"It was emphasized in the speech of Comrade L. I. Brezhnev at the November Plenary Session," said the minister, "that the significance of transport is increasing especially now under conditions of the unprecedented movement of industry to Siberia and the Far East to extend specialization and cooperation. The communist party and the Soviet government are manifesting great concern on development of the railroads and improvement of the working conditions and everyday life of people serving the country's main conveyor. At the same time they require that order be brought without delay on the railroads, that discipline in all sections be strengthened and that the transport service of the national economy and the populace be fundamentally improved."

"Speaking at the Plenary Session of the CPSU Central Committee, I reported objectively on the situation that has developed in transport and about the difficulties and reserves for overcoming them and I told about the measures which are being implemented to eliminate the existing serious deficiencies. I reported to the Plenary Session of the CPSU Central Committee that the railroad workers thoroughly recognize their ever increasing role in transport service of the economy and the populace and that they will labor constantly to implement the decisions of the Plenary Session and the instructions contained in the historical speech of Comrade L. I. Brezhnev."

"The task of the present dispatchers meeting is to critically review the deficiencies in organization of the handling process this year and the main thing is to note and implement those measures which would guarantee stable operation and unconditional fulfillment of the 1980 plan."

"A total of 14.8 billion tons of freight has been transported since the beginning of the current 10th Five-Year Plan, which is 1.8 billion tons more than during the corresponding period of the Ninth Five-Year Plan, and freight traffic and passenger traffic increased. However, railroad transport is not fulfilling the 10th Five-Year Plan either by volumetric or by qualitative indicators. Even a decrease in the level of shipments has been permitted this year compared to last year. The lag behind the plan is significant. Fuel, ore and metallurgical raw material, lumber, grain and other most important goods are not being hauled out on time and are not reaching their destinations. This could not help but be reflected in the normal operation of some sectors of the national economy."

"The decree of the November Plenary Session of the CPSU Central Committee requires that reserves and capabilities be used to the maximum to improve the operation of railroad and other types of transport. And this places high responsibility on the managers of railroads, sections, stations, depots and other line enterprises for fulfilling the planned tasks. Many managers have resigned themselves to systematic failure to fulfill the plan. Some of them, instead of mobilizing the railroad workers to intensify shipments, do not object to justifying the interruptions of the planned tasks by so-called "objective" reasons--a shortage of carrying and transport capacities, rail cars, locomotives, spare parts and so on. It is known that this year the railroads of the Urals, Siberia and the Far East experienced serious difficulties in operational activity. The managers of this group of railroads explained all their difficulties by an enormous surplus of stock, a reduction of shunting capacity and a shortage of carrying capacity. And after all the traffic rates on these lines at many junction stations were lower than in 1978. The stock was reduced by 55,000 rail cars on the railroads of this region during the past two months and the necessary shunting capacity was created, but the shipping plans are not being fulfilled with an almost normal situation."

"A different, but also unattractive pattern has developed on the southern railroads. There has been a serious shortage of rail cars here for a long time. The managers used this to explain the failure to fulfill the shipping plan. This deficiency has now been eliminated. The operating stock now contains approximately 50,000 rail cars above the norm, which is much more than in December of last year. But not a single railroad is fulfilling the planned tasks either in total shipments and in the most important nomenclature. And the railroad and section managers cannot give a clear answer as to the reasons for this situation. And the reasons here are mainly the following: extremely low discipline in organization of train operation, delays at the junctions, the crudest violations of operating techniques of the terminals and low level of using the locomotive stock."

"Practice shows that much higher results are achieved on those railroads where organization of operational work is persistently improved and where the proper attention is devoted to maintenance of facilities. The volume of freight shipments on the Belorussian and Transcaucasian Railroads has increased. The freight shipment plan was fulfilled within 11 months on the October, Moscow, Odessa, Transcaucasian and Transbaykal railroads. There is confidence that the collectives of the Baltic, Odessa, Transcaucasian and Tselinnaya railroads will fulfill the annual plan."

The minister further emphasized that the managers and specialists should analyze the situation more thoroughly, critically evaluate the results of work and increase their demands on themselves and their executors. This is especially important under conditions of a significant increase of shipments during the forthcoming 1980.

Freight traffic was planned in the amount of 3,510 billion ton-kilometers during the final year of the 10th Five-Year Plan. This is an increase by 170 billion ton-kilometers or 5.1 percent (the actual increase comprised 58 billion in 1976, 36 billion in 1977 and 98 billion in 1978).

More than 60 percent of the total growth of freight traffic will go to the railroads of the Urals, Siberia, Kazakhstan, the Far East and the Volga area, that is, those railroads where serious difficulties in operational work have not yet been eliminated.

Labor productivity of workers engaged in shipments should be increased by an average of 2.9 percent and the cost of shipments should be reduced by two percent.

It is quite obvious that these high positions can be taken only with persistent fulfillment of the tasks from the first day of the new year, which cannot be achieved without a sharp increase in the level of transport work now in December.

We have no more important task during the winter season than unconditional fulfillment of the state tasks on coal and bulk oil shipments. Unfortunately, some railroads are not coping with this task. Dispatch of more than one million tons of coal and more than 12,000 tank cars of bulk oil was delayed through their fault during the first 10 days of December. The debt should be completely eliminated during the second 10 days of December.

I. G. Pavlovskiy especially emphasized the need to urgently raise the level of train traffic and transfer of rail car traffic. Each additional transferred train at all outgoing junctions of the railroads means an increase by almost 7,900 rail cars of average daily loading under modern conditions. People and primarily the traffic controllers, rail car operators, locomotive brigades and track repair workers should struggle for transfer and should aim toward this. The material incentives of each worker to increase transfer should be intensified. The struggle with delays at the junction terminals should be decisively waged and those who place obstacles in the path of train reception due to priority interests should be held strictly responsible. For example, several tens of thousands of trains were delayed by 82,600 hours in November due to failure to be received.

Elimination of these losses is our large reserve. The role of the train traffic schedule as the technological basis of interaction of all sections of the railroad conveyor should be raised to utilize it. Moreover, the traffic schedule on some railroads is being fulfilled at an extremely low level. This is the result of weakening of executive discipline among the railroad workers and primarily among dispatchers. The prestige of dispatchers collectives must be raised and at the same time the responsibility for organization of train traffic on schedule and for efficient use of carrying capacities should be increased.

Insufficient attention is still being devoted on some railroads to stations, to improve their operating technology, to introduction of leading procedures and methods of labor and to intensification of technical equipping. As a result many decisive stations are operating under high tension, are permitting prolonged rail car idle times and are not providing unhindered reception of trains. Other station chiefs, justifying the above-norm railcar idle time by difficulties with train departure, have weakened production discipline, are not uncovering deficiencies in the work inside the station and have resigned themselves to lagging behind. The chiefs of the traffic services and railroad sections are not objectively involved in station operation, do not follow fulfillment of the forming-up plan and sometimes themselves sanction dispatch of trains with violation of the forming-up plan due to local self-interests. Violations of the forming-up plan should be evaluated as deliberate disorganization of rail car traffic and the guilty parties should be held strictly responsible up to firing them from their occupied position.

One of the most important reserves is an increase in the static load of rail cars. According to data coming into MPS [Ministry of Railways] from the railroads, 34.5 billion tons of freight were transported without recruitment of additional rolling stock during 11 months of the current year as a result of improving the use of rail car tonnage. Of course, efficient loading also played a role here. But the decision of the ministry to increase the tonnage of gondolas and flat cars to 70 tons was the main thing. After all, extensive underutilization of tonnage is being permitted for the remaining types of rolling stock! A check showed that the average underloading for each rail car comprises almost three tons on the Tselinnaya Railroad, 2.5 tons on the Northern Railroad and two tons on the Alma-Ata, L'vov, Transcaucasian, Western Siberian and Kemerovo railroads.

Moreover, this is being permitted during shipment of bulk freight--coal, construction and chemical materials, scrap metal and other freight. The managers of the railroads and sections and especially the station chiefs and those who are closer to the rail car and freight dispatcher are obligated to achieve a serious improvement in this regard.

The minister dwelt in detail on the problems of improving passenger service at the stations and on trains.

"We railroad workers," he said, "have been subjected for a long time to sharp criticism for serious deficiencies in organization of passenger traffic. A special order was issued as early as 1978 which provided a complex of measures to improve passenger services. However, no significant changes in this important matter have yet been felt. The passenger train schedule is being disrupted. For example, only 52 percent of passenger trains travelled on schedule on the Southern Railroad in November, 65 percent on the Azerbaijan Railroad, 67 percent on the Western Siberian Railroad and 73 percent on the Southern Urals Railroad.

There are still many cases of an inattentive rude attitude of conductors and ticket agents toward passengers, there are long lines at the ticket offices and trains are frequently dispatched unprepared. Passenger services should be properly organized and total service to the Soviet people sent on their way should be provided--this is a matter of honor of railroad workers.

Realization of our reserves and capabilities, the minister noted, largely depends on maintenance of technical devices and on safe operation of them. He dwelt repeatedly on the tasks of the most important sectors of the transport facilities, primarily of locomotive, rail car and track facilities.

The technical condition of the locomotive stock and especially of the diesel locomotive stock remains unsatisfactory as before.

This is the result of crude violation of the scheduled and preventive maintenance system, regular maintenance and production discipline. Unsatisfactory care of diesel locomotives on the part of locomotive brigades is also reflected. There are also many serious deficiences in the maintenance of electric locomotives.

The situation with the use of working time of locomotive brigades continues to remain unsatisfactory. Compared to last year, the number of violations of their operating regime increased by 71 percent. The number of overtime hours was increased by 15 percent. The situation is especially unfavorable on the Southern Urals, Sverdlovsk, Privolzhsk, Alma-Ata and Kuybyshev Railroads. Cases of finding brigades on the road for 15-20 hours or more are frequent on these railroads. Such a situation is no longer tolerable.

Serious interference in the transport process is occurring due to rail car malfunctions. Repair of rolling stock at mass loading junctions is poorly organized. The managers of the rail car services are obligated to fundamentally correct the situation. More effective measures to ensure the maintenance of rolling stock are also necessary.

The condition of rail facilities largely determines successful movement of trains and their traffic safety. Although more attention has now been turned toward improving repair, maintenance and repapration of track toward stable operation under winter conditions, the situation in the track facilities at some railroads causes alarm.

The minister demanded that the railroad and section chiefs adopt urgent measures to bring the tracks into order, to improve current maintenance of the rails and to confirm the schedules for postponing warnings. All the snow-removal and snow-cleaning equipment should be kept in permanent operating condition and readiness for uninterrupted operation everywhere.

"Industrial transport," I. G. Pavlovskiy said, "is a new sphere in the activity of the Ministry of Railways. The chiefs of railroads and sections should render the enterprises of Promzehldortrans the necessary assistance in repair of rolling stock, track and so on and should help them to become the standard for their customers."

The subway collectives are faced with solving crucial tasks. In 1980 the underground expresses should carry 3,854 million passengers or 180 million more than at present. The Moscow, Leningrad and Kiev subways will face a serious test during the 22nd Olympic Games. And they should be properly prepared for them.

The minister expressed extreme dissatisfaction with the state of traffic safety on some railroads. Accidents and rejection of work introduce additional difficulties and complicate to a significant degree operational work. Checks show that the managers of railroads, services, sections and enterprises where traffic safety is unsatisfactory are involved very weakly and frequently formally in specific preventive measures. Regardless of the operational situation that developes, managers of any rank are obligated to find the time and forces to do everything depending on them to guarantee total safety of train traffic.

The situation with capital construction and material supply was analyzed at the dispatchers' meeting. It is important to intensify the struggle against wastefulness and mismanagement, to achieve economical consumption of materials and spare parts and to ensure a universal saving of fuel and energy resources.

In his speech, the minister required that managers universally manifest the maximum attention and concern about the railroad workers and about our remarkable toilers. Everything should be done for uninterrupted supply of the railroad workers and members of their families with provisions and industrial goods, especially those living on the line stations and sidings. Regular traffic of store cars and goods shipments should be provided and dispatcher groups should be created at all ors [Department of workers' supply]. Commerce by preliminary orders should be universally developed. Fuel supply of locomotive and rail car depot workers and those of other subdivisions directly related to train traffic and outside work must be organized universally.

The communist party and the Soviet government manifest constant concern about railroad transport and about increasing the material well-being of its workers. A number of important social measures has recently been implemented for material stimulation of railroad workers and for consolidation of transport personnel.

The minister noted that introduction of additional benefits appreciably intensified the influx of personnel to the railroads, especially in the Far East. Many former railroad workers have returned to transport enterprises. The number of those fired for valid reasons has been reduced significantly in some locations. This of course in no way means that the new benefits in themselves, without purposeful organizing work, will solve all the problems related to staffing the enterprises with personnel. Work should be intensified to find additional sources and capacities for more complete staffing of enterprises with qualified workers, the system of training and raising the qualifications of personnel should be expanded and practical measures should be implemented to strengthen workers and employees in production.

The minister further said that the problem of labor discipline was raised with special acuteness at the November Plenary Session of the CPSU Central Committee. There is no need to explain that discipline is of special significance in railroad transport. Strengthening of labor and executive discipline in all transport sections must be energetically implemented. Some railroad chiefs and other managers are substituting daily painstaking and educational work among the collectives by administration. The ministry requires universal and decisive improvement of educational work among railroad workers that is well-thought out and purposeful, such as that provided by the decree of the CPSU Central Committee "On further improvement of idealogical and political educational work."

An enormous role in improving the operation of transport belongs to the socialist competition--a tested method of socialist construction. The minister emphasized that now, at the end of the year, a labor competition must be organized as if each day were a shock-labor day before the beginning of the final year of the 10th Five-Year Plan. Matters should be organized so that each production collective and each railroad worker have a good knowledge before the beginning of the new year of which positions they should reach and which levers must be used to do this. It is also very important to thoughtfully and intelligently work out counter plans and socialist pledges so that they are technically and economically justified, intensive and at the same time realistic. A competition must be organized literally from the first days of the new year for successful fulfillment of the counter plans and socialist pledges. The closest attention should be turned toward dissemination of leading experience, primarily of initiative and beginnings highly evaluated by the CPSU Central Committee.

In conclusion, the Minister of Railways I. G. Pavlovskiy expressed confidence that the railroad workers, in response to the constant concern of the communist party, the Soviet government and of the General secretary of the CPSU Central Committee, Chairman of the Presidium of the USSR Supreme Soviet Comrade L. I. Brezhnev personally, utilize all available reserves and capacities for a sharp increase in operation of railroads, for more complete satisfaction of the needs of the national economy and the populace for shipments during the final year of the 10th Five-Year Plan and that they mark the 110th anniversary of V. I. Lenin's birth with high labor achievements.

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TRANSPORTATION

BRIEFS

BRIDGE ACROSS DNEPR--Construction of a 10-kilometer bridge crossing over the Dnepr has been started on the eastern edge of Kherson following the plan of specialists from Giprotransmost. The center part of it, 340 meters long, will be a suspension bridge: multi-ton blocks of spans will hold the steel cables and guys above the water. The chief engineer of the plan for the crossing, B. Marikov, says: "The main advantage of the guy-span construction is the smaller expenditure of materials, the economy. And, with respect to reliability, each guy wire is capable of withstanding a load of 500 tons and more." Designed for four-lane motor vehicle traffic, the crossing will replace the presently operating low-speed ferry, and it will open up a direct and fast route for wheeled transport to the Crimea, and to the Black Sea. It will not interfere with ships since it will pass above the deck superstructures. [Text] [Moscow IZVESTIYA in Russian 25 Nov 79 p 6] 10908

BRIDGE TO VIL'NYUS--Vil'nyus. One more municipal bridge, the fifth in the last decade, has been built across the Neris river to Vil'nyus. Transport traffic has begun on it. Thanks to the bridge new residential regions of the capital of the republic, which have arisen on the right bank of the river, have gained reliable communication with the center. The structure was planned by specialists from Leningrad, Alma-Ata and Minsk, and the structural parts and materials for the construction projects were supplied by enterprises of cities in the RSFSR and the Ukraine. A transport tunnel, which will come out at the main highway near Vingis Park, will be built from the new bridge below V.I. Lenin avenue and P. Tsvirki street. This will help to free the center of the city from through freight transport traffic in the direction of Kaunas. [Text] [Moscow IZVESTIYA in Russian 12 Nov 79 p 1] 10908

PAVED ROAD TO BOROVICHI--Novgorod. A new paved road has joined the city of Borovichi with the village of Khvoynyy. The latter is a 12-kilometer section of the highway which the workers of the Borovichi road building administration turned over considerably ahead of the deadline. During the years of the five-year plan the collective of the oblast production administration has put into operation over 500 kilometers of paved roads and has done major repairs on more than 1,000 kilometers of roadbed. For the ninth quarter in a row the Novgorod road builers have been awarded the challenge Red Banner of the republic ministry and the Central Committee of the trade union for the successes achieved. [Text] [Moscow IZVESTIYA in Russian 20 Nov 79 p 3] 10908

FASTER ROUTE AROUND SARATOV--Saratov. Construction of a bypass highway has begun in the city of Saratov. "This will be a highway of the first category with a length of over 30 kilometers, with four-lane traffic," relates the chief engineer of the Saratov branch of the GiprodorNII Institute, A. Kositsyn. "In several places it is planned to build bypasses on two levels." The new road will play an important role in solving the transport problem at the Saratov junction. It will link between one another the most traveled routes leading to Syzran', Penza, Tambov, Voronezh and Volgograd. By joining also the two most distant large industrial regions of the city, the Lenininskiy and Zavodskoy, the road will thus divert outside of Saratov the through traffic and partially the traffic within the city. According to the estimates of specialists the highway will rapidly pay for itself. In just one year of its operation four million rubles will be saved in transport expenditures. Whereas now, for instance, an automobile driving from Vol'sk to Voronezh crosses the whole city, taking more than an hour for this. On the new road it will bypass the city in a total of 20 minutes. [Text] [Moscow IZVESTIYA in Russian 23 Nov 79 p 6] 10908

DNESTR BRIDGE--Novyye Aneny. Construction of one of the largest bridges in the republic across the Dnestr has been started in the region of the village of Gura-Bykuluy. The most modern bridge-building technology will find wide application here. Used, in particular, are reinforced concrete structural parts manufactured by the Kiev Plant for Reinforced Concrete Products. Improved technology and new materials will make it possible significantly to reduce the times and cost of construction. [Text] [Kishinev SOVETSKAYA MOLDAVIYA in Russian 16 Sep 79 p 2] 10908

NEW ROAD IN KARAKUMS--Construction of a new road has begun in the Southeastern Karakums. It will join the right-bank kolkhozes and the sovkhozes of Chardzhouskaya Oblast. The road plan was drawn up by specialists of the Chardzhou group of the Turkmendorproyekt Institute. The new main route will greatly improve the delivery of Khodzhambas cotton to the Farab plant, and reduce the losses of it. The road will pass through Yapash and Narazym tract where reclamation specialists of the oblast have developed 3,000 hectares of virgin lands, and in the next three years farmers here will receive another 2,000 hectares. Soon agricultural freight will go along the new route. The new road will improve transport connections between the kolkhozes and sovkhozes of the oblast. [Text] [Ashkhabad TURKMENSKAYA ISKRA in Russian 31 Aug 79 p 4] 10908

ROAD TO ORE DEPOSIT--A 50-kilometer highway has been put into operation in southern Uzbekistan to the mountain settlement of Khandiz. A large deposit of polymetallic ores is located here. The road will help more rapidly to develop the riches of the underground "storehouse" on the basis of which it is planned to create a new economic region. [Text] [Moscow STROITEL'NAYA GAZETA in Russian 17 Oct 79 p 2] 10908

SOUTHERN BUG BRIDGE--Excavation work has been started for construction of a new bridge across the Southern Bug near the village of Pribuzhany in Voznesenskiy Rayon in Nikolayevshchina. The bridge will be 400 meters long. Special equipment will make it possible to let ships of any sizes pass. Construction is being done by assembly and construction administration No. 2 of Kievdormostostroy. [Text] [Kiev PRAVDA UKRAINY in Russian 20 Sep 79 p 1] 10908

PNEUMATIC FREIGHT ROUTE--Tula, 14. Compressed air has replaced trucks for hauling crushed stone at the stone quarry near Tula. This unusual road has joined the quarry and the asphalt-concrete plant. Control of the route is fully automated. The operator has to press a button on the control panel, and a train, comprised of containers, takes the freight to the quarry and, driven by compressed air, rushes inside the steel pipe to the plant at a speed of 40 kilometers per hour. In one trip 15 tons of freight is transported along the pneumatic line. [Text] [Moscow PRAVDA in Russian 15 Oct 79 p 2] 10908

MOSCOW-SIMFEROPOL' HIGHWAY--"Our BAM" [Baikal-Amur Main Line] is what the builders of SU [Construction Administration] 862 call the new Moscow-Simferopol' highway. In this is both the pride for the construction project entrusted to them, and the importance of the route. So far there are no highways like this near Moscow, or in the country in general. This will be a high-speed multi-lane main route with a wide dividing strip, without intersection with other routes, with large and convenient highway bypasses, equipped with the most modern technical devices for road signals. For the first time in the history of the Olympic Games, the flame lit in Olympia will be brought to the capital of a socialist state, along this highway. At the end of last year the builders had already turned over the first section of the highway in the region of Podol'sk. Ahead are months of intense work on the laying of the Moscow BAM. [Text] [Kiev PRAVDA UKRAINY in Russian 18 Aug 79 p 4] 10908

ROKSKIY AUTOMOBILE TUNNEL--Ordzhonikidze. The cutting of the first, most difficult kilometer of the Rokskiy automobile tunnel has been completed. The builders have kept their word--they have completed the operations ahead of schedule, by the anniversary of the Great October Revolution. Success was aided by the clearcut organization of labor, skillful use of mining mechanisms, and incorporation of the know-how of the best ones. The Rokskiy tunnel is the main link of the highway under construction which will passat an altitude of 2,200 meters above sea level and provide the shortest connection between the south of the Russian Federation and the Trans-Caucasus. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 46, Nov 79 p 3] 10908

NERYUNGRI BRIDGE--Neryungri, Yakutsk ASSR. Laying of the rails has begun on a four-span railroad bridge across the Upper Neryungri river. Up to now fuel has been delivered for the city's central boiler facility by expensive motor vehicle transport. Now the coal will travel by rail. The new crossing will also join the city with the home-building combine, which will make it possible to deliver large wall panels directly from the shops of the home-building combine to the construction sites. [Text] [Moscow IZVESTIYA in Russian 27 Nov 79 p 1] 10908

KHOSTOY-SOCHI TUNNEL--A new tunnel which has gone into operation between Khostoy and Sochi will straighten out for three kilometers the route of buses and motor vehicles along the Black Sea coast. [Text] [Moscow NEDELYA in Russian No 45, 5-11 Nov 79 p 4] 10908

MARI ASSR BRIDGE--Yoshkar-Ola. Remote rayons of the Mari ASSR, the Orshanskiy and Novotor"yal'skiy, have been joined by a four-span bridge across the Oshla river. It has opened on the Orshanka-Pektubayevo highway. The bridge was built three months earlier than the deadline. Since the start of the five-year plan 23 highway crossings have been built in the autonomous republic. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 23 Nov 79 p 1] 10908

NEW MARI ROAD--Yoshkar-Ola. One more rayon of the Mari ASSR, the Morkinskiy, has gained reliable automobile communication with the republic center. Put into operation here was the asphalt-concrete paved Shelanger-Morki road, about 60 kilometers long. Since the beginning of the five-year plan over 330 kilometers of improved highways have been put into operation in the autonomous republic. [Text] [Moscow IZVESTIYA in Russian 28 Nov 79 p 3] 10908

ZEYA RESERVOIR BRIDGE--With completion of concrete pouring into another support of the bridge over the Zeya reservoir an important stage of construction of the bridge has been completed. Construction of bridge spans has now begun on this major project on the eastern arm of the BAM. [Blagoveshchensk Domestic Service in Russian 1000 GMT 23 Oct 79]

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END

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23 January 1980

USSR Report

TRADE AND SERVICES

No. 1223

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REGULATION ON ENTERPRISES ASSOCIATED WITH GENERAL SECONDARY SCHOOLS

Moscow BYULLETEN' NORMATIVNYKH AKTOV MINISTERSTV I VEDOMSTV SSSR in Russian No 7, Jul 79 pp 3-5

[Implementing order and regulation issued in Order No 198 of the USSR minister of education on 29 December 1978 and concurred in by USSR Gosplan, USSR Ministry of Finance, USSR State Committee for Labor and Social Problems, and AUCCTU]

Abstract of the Implementing Order

1. The "Regulation on the Adjunct Enterprise (Organization) of the General Secondary School," approved by the Council for Affairs of the General Secondary School, Interdepartmental Methods Council for Vocational Guidance of Youth of the USSR Ministry of Education, and concurred in by USSR Gosplan, USSR Ministry of Finance, USSR State Committee for Labor and Social Problems, and AUCCTU, is hereby put into effect.

2. Ministers of education (public education) of union republics shall:

make it the duty of public education authorities and general secondary schools to take steps to organize the joint work of general secondary schools and adjunct enterprises in order to improve the work training, character building and vocational guidance of students and to establish appropriate contacts with economic administrative agencies and directors of enterprises (organizations);

exercise the necessary oversight.

Statute on the Adjunct Enterprise (Organization) of the General Secondary School

1. General Provisions

1.1. The enterprise (organization) shall be assigned to a general secondary school as its adjunct enterprise or organization in accordance with current legislation so as to promote work training and character building and vocational guidance of students and to prepare them for work in the sphere of material production. The work collective, the trade union organization and the Komsomol organization of the adjunct enterprise shall help the school in educating the students in a spirit of love and respect for work and for working people and in shaping their desire to enter the ranks of the working class and the kolkhoz peasantry.

1.2. The enterprise (in industry, construction, agriculture, transportation or other sectors of the economy, or the state or cooperative organization) shall be assigned to the school as its adjunct enterprise by decision of the executive committee of the rayon (city) Soviet of People's Deputies in whose jurisdiction the enterprise is located. A railroad transportation enterprise shall be assigned to a railroad school as its adjunct enterprise by decision of the railroad administration.

The decision to assign an enterprise to a school shall be sent to the superior organization to which the enterprise is subordinate.

1.3. In accordance with current legislation the adjunct enterprise (organization) has the right:

i. to convey equipment and materials to the school without compensation and also to incur expenses for the construction, repair and equipping of the school out of its above-plan accumulation;

ii. to extend aid to the school in preparation for the academic year, in equipping areas for work training, classroom display cases and workshops from the funds allocated to the enterprise (organization) for capital and current repairs;

iii. to incur expenses to remunerate skilled workers and engineering and technical personnel enlisted for the work training of students and for the upkeep of training shops, sections, display rooms, and laboratories created in an interschool industrial arts combine from its own funds, including appropriations allocated for personnel training.

1.4. The adjunct enterprise (organization) shall join the school in protecting the health and life of the pupils, shall adhere to workplace standards of health and hygiene and safety rules during work training and productive work.

1.5. The management of the adjunct enterprise (organization), which bears responsibility for the condition and effectiveness of work in extending aid to the school in work training, character building and vocational guidance of the students, shall designate the actual organizer of this work.

2. Content of the Work of the Adjunct Enterprise (Organization) in Extending Aid to the School in Work Training, Character Building and Vocational Guidance of Students

2.1. The adjunct enterprise (organization) shall extend aid to the school in the work training of pupils as follows:

i. by participating in building up the plant and equipment for work training with a view to the age of the pupil, in furnishing workrooms for grades 1-3, training shops, a training and experimental section, display rooms, and laboratories used for work exercises in the 4th through 10th (11th) grades, in organizing training shops and sections within the enterprise, and in joining other enterprises to set up an interschool industrial arts combine;

ii. in organizing work training of the older students in the training shops within the enterprise or the interschool industrial arts combine, guided by Decree No 662 of the USSR Council of Ministers dated 23 August 1974 and entitled "On Organizing Interschool Industrial Arts Combines for Work Training and Vocational Guidance of Students," and in taking part in the organization of work training of students using the facility of school workshops and display rooms;

iii. in conducting at the enterprise a production training program for students in grades 9 and 10, as envisaged by the curriculum of the general secondary school;

iv. in participating in the organization of job-skill examinations for the students of graduating 10th (11th) classes which have gone through the work training course.

2.2. The adjunct enterprise (organization) shall help the school in creating healthy and safe conditions for socially useful and productive work by students during the work training process and in summer vacation. In order to organize socially useful and productive work by pupils the adjunct enterprise (organization) shall furnish the school the necessary tools, materials, manufacturing equipment, and components, and it shall also make skilled workers and engineering and technical personnel available. Moreover, the enterprise (organization) shall equip jobs specifically for work by adolescents, shall issue special clothing according to the standards in effect for workers in the respective occupations, shall organize safety rule training of schoolchildren, and shall also meet the requirements for the health and safety of adolescents and workplace public health standards, shall supervise the work of pupils and remunerate that work in accordance with Decree No 1369 of the USSR Council of Ministers, dated 10 December 1959.

2.3. The adjunct enterprise (organization) shall help the school in the economics education and training of the pupils, in extracurricular activities related to technical creativity and agricultural experimentation, ensuring that that work is oriented toward production: it shall give the students assignments, shall participate in building up the necessary physical facilities, and shall assign skilled workers, engineering and technical personnel and specialists to extend aid to young engineers, naturalists and agricultural experimenters.

2.4. The adjunct enterprise (organization) shall extend aid to the school in organizing the work of vocational guidance of the pupils:

i. by conducting field trips of the pupils to the enterprise and by arranging meetings between the pupils and workers of the enterprise;

ii. by sharing in the posting of vocational guidance materials in schoolrooms, in planning and organizing the activity of the school methods display room concerning vocational guidance of pupils, and in consulting with pupils and their parents on matters related to choice of occupation and job placement;

iii. by helping the school to place its graduates which are not continuing their education in jobs, above all in the sphere of material production;

iv. by providing vocational training to graduates of the school coming to work at the enterprise so as to take into account the character and level of work training they received in school (training shop or interschool industrial arts combine);

v. by extending aid in familiarizing the pupils with production engineering, manufacturing methods, the organization of production and production economics and also with the worker occupations.

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STATUTE ON TRAINING INSTITUTE FOR MANAGERS AND SPECIALISTS RATIFIED

Moscow BYULLETEN' NORMATIVNYKH AKTOV MINISTERSTV I VEDOMSTV SSSR in Russian No 10, 1979 pp 25-31

[Excerpt from Order No 125 of 31 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education on the Ratification of the Standard Statute on the Institute for Improving the Skills of Managers and Specialists in the National Economy, and text of statute]

[Text] 1. This order ratifies the attached Standard Statute on the Institute for Improving the Skills of Managers and Specialists in the National Economy, approved by USSR Gosplan, the State Committee of the USSR for Science and Technology, the State Committee of the USSR for Labor and Social Problems, the USSR Ministry of Justice, the USSR Ministry of Finance and other concerned ministries and departments.

2. This order cancels Order No 578 of 18 July 1968 of the USSR Ministry of Higher and Secondary Specialized Education and Subparagraph "a" of Paragraph 2 of Order No 681 of 4 September 1968 of the USSR Ministry of Higher and Secondary Specialized Education.

Standard Statute on the Institute for Improving the Skills of Managers and Specialists in the National Economy

Ratified by Order No 125 of 31 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education

General Provisions

1. Institutes for improving the skills of managers and specialists in the national economy are to be organized by ministries and departments of the USSR and union republic councils of ministers in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the Soviet Government.

2. The institute for improving the skills of managers and specialists in the national economy is an academic institution engaging in academic, scientific (in the established manner) and organizational-procedural work to improve the skills of managers and specialists in the particular branch of the national economy or the particular part of the nation, as well as a scholastic methods center for the study and popularization of scientific and technical achievements and progressive experience in the organization of socialist production.

3. The institute for improving the skills of managers and specialists in the national economy will be expected to do the following:

To heighten and deepen political and professional knowledge and improve the professional skills of administrators and specialists through the study of the documents of CPSU congresses and CPSU Central Committee plenums, the Constitution of the USSR, the works of Comrade L. I. Brezhnev, CPSU economic policy, the theory and practice of communist construction, the Leninist style of work, modern methods of production planning and administration, the latest achievements of Soviet and foreign science and technology, the scientific organization of labor and management with the aid of computer technology and equipment for the automation and mechanization of production processes, and the extensive exchange of progressive scientific and technical production experience;

To conduct the academic process on the basis of contemporary pedagogical science and with the incorporation of intensive methods and technical teaching aids;

To develop the students' ability to manage collectives, work with people and creatively solve economic, production and social problems;

To organize and supervise the on-the-job training of students at leading enterprises in the established manner;

To train reserve managerial personnel and retrain engineering and technical personnel for new priority enterprises and production units;

To compile and publish curricula, programs, procedural instructions, synopses of lectures and textbooks on applied technical subjects;

To improve the skills of professors and instructors;

To conduct scientific research on urgent problems in the advanced training of managers and specialists in the national economy;

To carry out the organizational and procedural supervision of work in branch institutes and courses for improving the skills of managers and specialists in the branch.

4. The institute for improving the skills of managers and specialists in the national economy will work under the direct supervision of the ministry or department in charge. Ministries and departments will supervise the academic, procedural and scientific work of institutes under their jurisdiction in accordance with the Standard Statute on the Institute for Improving the Skills of Managers and Specialists in the National Economy, as well as other documents of the USSR Ministry of Higher and Secondary Specialized Education and decisions of the Interdepartmental Council for Improving the Skills of Managers and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

5. The work of the institute for improving the skills of managers and specialists in the national economy will be conducted in accordance with annual and five-year plans for the advanced training of managers and specialists in the branch, ratified by the ministry or department with jurisdiction over the institute.

6. The institute for improving the skills of managers and specialists in the national economy will have a charter, drawn up in accordance with this standard statute and ratified by the ministry or department in charge.

The regulations of the institute for improving the skills of managers and specialists in the national economy will be ratified by the institute director, with the approval of the institute trade-union organization, on the basis of existing standard regulations established for higher academic institutions.

7. The institute for improving the skills of managers and specialists in the national economy must observe socialist legality and state discipline in all its activity.

Students of the Institute for Improving the Skills of Managers and Specialists in the National Economy

8. The institute for improving the skills of managers and specialists in the national economy will be open to persons with a higher, secondary specialized and general secondary education who are managers of enterprises, organizations and institutions and their assistants, the supervisors of divisions, sectors, laboratories, shops and other structural subdivisions and their assistants, foremen and specialists.

9. The enrollment of students in the institute for improving the skills of managers and specialists in the national economy will be conducted by order of the institute director, on the basis of authorization permits issued by enterprises, organizations and institutions and in accordance with the advanced training plan ratified by the ministry or department with jurisdiction over the institute.

10. Groups of students will be formed at the institute for improving the skills of managers and specialists in the national economy on the basis of their special fields, educational background and job titles.

11. Students in the institute for improving the skills of managers and specialists in the national economy will:

Heighten and deepen their political and professional knowledge and improve their professional skills;

Complete all types of academic work specified in curricula and programs;

Envisage, in their final projects, measures to accelerate the incorporation of the latest scientific achievements in practical work and improve the qualitative indicators of enterprise and organization operations;

Be permitted to use laboratories, offices, reading rooms, libraries and other auxiliary academic facilities for free;

Be provided with communal housing, paid for by the organization authorizing their enrollment, according to the procedure established for post-graduate students;

Observe regulations.

12. Students in the institute for improving the skills of managers and specialists in the national economy who have satisfied all the requirements of curricula and programs, have taken all required tests and exams and have defended their final project (or paper) will be awarded a certificate, the format of which will be ratified by the USSR Ministry of Higher and Secondary Specialized Education.

The successful completion of advanced training courses will be registered in the performance evaluations of managers and specialists in the national economy.

If the student does not complete the curriculum or violates regulations, he will be dismissed by order of the institute director and will be issued the appropriate certificate of institute attendance.

13. During the time that students in the institute for improving the skills of managers and specialists in the national economy are attending full-time advanced training courses, they will be paid their salary (and, in some cases, a supplementary grant as well) in the manner stipulated in existing Soviet legislation.

14. The transportation fees and traveling expenses of students in the institute for improving the skills of managers and specialists in the national economy will be paid by the enterprises and institutions for which they work.

Faculty, Auxiliary Teaching and Administrative Personnel of the Institute for Improving the Skills of Managers and Specialists in the National Economy

15. The following staff faculty and auxiliary teaching positions have been established for the institute for improving the skills of managers and specialists in the national economy: department head (if the creation of departments is envisaged), professor, docent, senior instructor, instructor, assistant, senior laboratory assistant, laboratory assistant and other positions.

16. The number of faculty and auxiliary teaching personnel in the institute for improving the skills of managers and specialists in the national economy will be determined in accordance with the standards set for VUZ's training specialists in the particular field.

17. Teaching vacancies in institutes for improving the skills of managers and specialists in the national economy will be filled in the usual VUZ procedure; faculty reappointments will be made by the institute council. The dismissal of faculty members in connection with reduced teaching loads can only take place at the end of the academic year. The academic year in the institute for improving the skills of managers and specialists in the national economy and its branch institutes will begin on 1 September and end on 1 July.

18. The salaries of supervisory, faculty, administrative, auxiliary teaching and service personnel will be paid in accordance with existing Soviet legislation.

19. The amount of time spent in scientific pedagogical and supervisory work in the institute for improving the skills of managers and specialists in the national economy will be included according to the usual procedure in the teaching service record when salary rates are being determined and when pensions are being awarded to scientific workers.

20. The services of VUZ professors and instructors, as well as specialists in the national economy, can be enlisted for teaching in the institute for improving the skills of managers and specialists in the national economy in accordance with staff appointment terms specifying a salary ranging from one-fourth to one-half of the staff rate, depending on the teaching load.

These individuals can also be hired to teach at an hourly rate.

Funds envisaged for hourly-wage payments in the estimate documents of advanced training institutes must be included in total faculty wages, calculated according to the established computation standard for this category of personnel.

21. Professors and instructors in the institute for improving the skills of managers and specialists in the national economy will be expected to do the following:

To conduct academic and procedural work in their special field on a high ideological and scientific level;

To systematically raise their own ideological and political level and improve their theoretical knowledge, methods of scientific work and teaching skills;

To regularly study, summarize and disseminate the progressive operational experience of enterprises, organizations and institutions in enhancing product quality and effectiveness;

To assist institute students in the organization of independent projects;

To take part in the discussion of institute activities at meetings of the institute (or department) council;

To submit proposals concerning the improvement of academic, procedural and scientific work in the institute;

To participate in the work of scientific methods and scientific technique councils and commissions.

22. Administrative and auxiliary teaching vacancies in the institute for improving the skills of managers and specialists in the national economy and its academic subdivisions will be filled by order of the institute director.

The rights and obligations of administrative and auxiliary teaching personnel will be stipulated in regulations and job descriptions.

Academic, Procedural and Scientific Work in the Institute for Improving the Skills of Managers and Specialists in the National Economy

23. The institute for improving the skills of managers and specialists in the national economy will offer full-time and part-time courses of study.

The duration of courses will be determined in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the Government of the USSR.

24. Courses in the institute for improving the skills of managers and specialists in the national economy will be taught in accordance with curricula and programs ratified by the ministry (or department) in charge,

with the approval of the USSR Ministry of Higher and Secondary Specialized Education. Curricula must be drawn up with consideration for the recommedations of the interdepartmental councils for improving the skills of managers and specialists in the national economy.

Ratified curricula and programs will be submitted by the institute to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

25. The following basic types of classes are envisaged for the advanced training institute: lectures, laboratory and practice sessions, seminars, consultations, professional games and the analysis of specific production situations, the exchange of experience, outside assignments and on-the-job training at leading enterprises and organizations.

The following ways of verifying knowledge have been established: the test, the exam and the test, course and final project (or paper).

The academic progress of students will be measured in the following terms: "excellent," "good," "satisfactory" and "unsatisfactory."

26. On-the-job training for students of the advanced training institute will be carried out in accordance with instructions ratified by the USSR Ministry of Higher and Secondary Specialized Education.

27. Classes in the institute for improving the skills of managers and specialists in the national economy will be conducted according to schedule.

28. Scientific procedural work will be conducted in the institute for improving the skills of managers and specialists in the national economy for the purpose of improving the quality of teaching, organizing the academic process with the use of contemporary technical aids and improving the teaching skills of faculty members.

29. Research work in the institute for improving the skills of managers and specialists in the national economy will be organized and conducted according to procedures established by the USSR Ministry of Higher and Secondary Specialized Education, with the approval of the State Committee of the USSR for Science and Technology and the USSR Ministry of Finance.

Authority of the Institute for Improving the Skills of Managers and Specialists in the National Economy

30. The institute for improving the skills of managers and specialists in the national economy will have the authority to do the following in the area of academic and scientific-procedural work:

To make proposals concerning the further improvement of academic and scientific-procedural work;

To publish curricula, programs, procedural instructions and other documents pertaining to scholastic methods for improving the skills of managers and specialists in the particular branch of the national economy, and to publish synopses of lectures and textbooks on applied technical subjects in accordance with plans ratified by the USSR Ministry of Higher and Secondary Specialized Education and approved by the State Committee of the USSR for Publishing Houses, Printing Plants and the Book Trade.

31. The institute for improving the skills of managers and specialists in the national economy will do the following in the established manner:

Convene scientific and procedural conferences, seminars and conventions;

Cooperate in the area of advanced personnel training with related centers in foreign countries;

Offer advanced training courses to foreign specialists.

32. The advanced training institute will have the authority to do the following in the area of finances:

32.1. To write off the following, in the manner prescribed for budget-carried institutions:

Obsolete, worn-out and unusable equipment, means of transport, appliances and instruments when the restoration of this property is impossible or economically inexpedient and it cannot be sold;

Buildings and structures in a dilapidated state and those that have been demolished in connection with new construction projects;

32.2. To send advanced training insitute personnel, according to the usual procedure, on outside assignments in other oblasts and republics.

33. The advanced training institute has the authority to do the following in the area of labor and wages:

To draw up and ratify the staff rosters of the institute and its subdivisions within the ceilings set by a superior agency for the total number of faculty members and their total wages, as well as the total number of administrative, auxiliary teaching and other personnel and their total wages;

To ratify and change, according to established procedure, the salary rates of auxiliary teaching and administrative personnel in line with the maximum salary rates and total wage fund set for this category of personnel, calculated according to average wage scales;

To compile a document of estimated administrative costs, with consideration for the need for overall thrift, within the maximum allocations set by a superior organization.

Staff rosters, wage scales and documents of estimated administrative costs will be approved and amended by the director of the advanced training institute.

Structure of Institute for Improving the Skills of Managers and Specialists in the National Economy

34. The structure of the institute for improving the skills of managers and specialists in the national economy will be designed and approved by the ministry (or department) with jurisdiction over the institute, with the consent of the USSR Ministry of Finance, the State Committee of the USSR for Labor and Social Problems and the USSR Ministry of Higher and Secondary Specialized Education.

35. The institute for improving the skills of managers and specialists in the national economy can have branches, schools, departments, accounting offices and other academic and administrative subdivisions.

36. The branch of the institute for improving the skills of managers and specialists in the national economy will represent a structural subdivision engaged in the advanced training of managers and specialists with consideration for the nature of the production activity of enterprises, institutions and organizations in the region where the branch is located.

The institute branch will have its own balance sheet, commercial bank account and seal depicting the state crest and its own title.

The branch of the institute for improving the skills of managers and specialists in the national economy will be guided in its activity by a standard statute ratified by the USSR Ministry of Higher and Secondary Specialized Education.

37. The school of the institute for improving the skills of managers and specialists in the national economy will represent a structural subdivision engaged in the advanced training of managers and specialists in one or several related specialties.

The school of the advanced training institute will be open if it will have at least 100 students (annually, on the average).

38. The department of the institute for improving the skills of managers and specialists in the national economy will represent the basic academic-scientific structural subdivision engaged in academic, procedural, and scientific work in one or several related subjects.

39. The school and department of the institute for improving the skills of managers and specialists in the national economy will be guided in their activity by existing statutes that have been ratified for higher academic institutions.

Administration, Council and Social Organizations of the Institute for Improving the Skills of Managers and Specialists in the National Economy

40. All activity in the advanced training institute will be supervised by a director appointed by the ministry or department with jurisdiction over the institute, with consideration for the recommendations of the Board of the USSR Ministry of Higher and Secondary Specialized Education; he will have an academic title or academic degree and work experience in the appropriate branch of the national economy.

41. The director will organize all work in the institute for improving the skills of managers and specialists in the national economy and will be fully responsible for its activity.

The institute director will not require any kind of special power of attorney to act on behalf of the institute, represent it in all institutions and organizations, manage institute property and funds in accordance with existing legislation, conclude agreements, grant power of attorney (including the transfer of this power) and open bank accounts for the institute.

42. The academic and scientific-procedural work of the institute for improving the skills of managers and specialists in the national economy will be supervised by deputy directors appointed by the ministry or department with jurisdiction over the institute; they will have an academic title or academic degree.

43. The chief accountant of the institute for improving the skills of managers and specialists in the national economy will be appointed by the ministry or department with jurisdiction over the institute.

44. The activities of the branch of the institute for improving the skills of managers and specialists in the national economy will be supervised by the branch director appointed by the ministry or department with jurisdiction over the institute, on the recommendation of the institute director.

45. The activities of the school of the institute for improving the skills of managers and specialists in the national economy will be supervised by a dean elected according to the usual VUZ procedure.

46. An institute council will be organized to assist the director in the investigation of basic questions connected with the activity of the institute for improving the skills of managers and specialists in the national economy.

The council of the institute for improving the skills of managers and specialists in the national economy will consist of the director (or chairman), deputy directors, school deans, department heads, leading professors and instructors and representatives of social organizations. Prominent scientists and specialists from enterprises, organizations and institutions connected with the work of this institute can also be members of the institute council.

The council membership will be ratified, on the recommendation of the institute director, by the ministry or department with jurisdiction over the institute.

47. The schools of institutes for improving the skills of managers and specialists in the national economy can organize their own councils.

48. The councils of the institute and the school of the institute for improving the skills of managers and specialists in the national economy will be guided in their activity by existing statutes ratified for higher academic institutions.

49. Social organizations, uniting faculty members, auxiliary teaching personnel and other institute employees, will be established according to the usual procedure and on the basis of their own charters in the institute for improving the skills of managers and specialists in the national economy.

Property and Funds of the Institute for Improving the Skills of Managers and Specialists in the National Economy

50. Expenditures on the teaching of students in institutes for improving the skills of managers and specialists in the national economy are covered, in accordance with estimate documents ratified by the ministry or department with jurisdiction over the institute, by funds deposited in the centralized fund of the appropriate ministries and departments by their subordinate enterprises and organizations from the overhead costs of industrial production, transport fees and communication operations, funds envisaged in the financial plans of contracting construction organizations for advanced training, deductions from commodity turnover and other allocations for personnel training.

51. The funds of the institute for improving the skills of managers and specialists in the national economy will consist of contributions from the centralized fund of the ministry or department, envisaged in estimate documents for the calendar year.

52. The institute for improving the skills of managers and specialists in the national economy will keep clerical, bookkeeping and statistical records in the established manner and will compile monthly, quarterly and annual reports and balance sheets.

The institute for improving the skills of managers and specialists in the national economy will be accountable in the usual manner to the ministry or department with jurisdiction over it, and will submit reports and other information to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

53. The institute will have its own balance sheet and commercial bank account.

54. The institute will have the rights of a legal person and a seal engraved with the state crest and its own title.

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STANDARD STATUTE ON MANAGERIAL COURSES RATIFIED

Moscow BYULLETEN' NORMATIVNYKH AKTOV MINISTERSTV I VEDOMSTV SSSR in Russian No 10, 1979 pp 32-35

[Excerpt from Order No 118 of 30 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education on the Ratification of the Standard Statute on Courses for Improving the Skills of Managers and Specialists in the National Economy, and text of statute]

[Text] 1. This order ratifies the attached Standard Statute on Courses for Improving the Skills of Managers and Specialists in the National Economy, approved by USSR Gosplan, the State Committee of the USSR for Science and Technology, the State Committee of the USSR for Labor and Social Problems, the USSR Ministry of Justice, the USSR Ministry of Finance and other concerned ministries and departments.

2. This order cancels Order No 260 of 20 April 1970 of the USSR Ministry of Higher and Secondary Specialized Education.

Standard Statute on Courses for Improving the Skills of Managers and Specialists in the National Economy

Ratified by Order No 118 of 30 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education

General Provisions

1. Courses for improving the skills of administrative personnel and specialists in the national economy under the auspices of ministries, departments, enterprises, scientific research institutes, project planning and design organizations, higher and secondary specialized academic institutions, institutes for the improvement of qualifications and their branches are organized in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the Government of the USSR.

Courses for the improvement of skills offered under the auspices of ministries and departments of union and union-republics significance are organized by branch ministries and departments of the USSR, and courses offered under the auspices of ministries and departments of republic significance are organized by the union republic councils of ministers with the approval of USSR Gosplan, the USSR Ministry of Higher and Secondary Specialized Education and the USSR Ministry of Finance.

Courses for the improvement of skills offered at enterprises, scientific research institute, project planning and design organizations, higher and secondary specialized academic institutions, institutes for the improvement of qualifications and their branches are organized by ministries and departments of the USSR and the union republic councils of ministers.

Copies of orders concerning the organization of courses are sent to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

2. Courses for improving the skills of managers and specialists in the national economy constitute an academic subdivision of the system for the improvement of qualifications, engaging in academic and procedural work for the improvement of the skills of managers and specialists in specific branches of the national economy.

In the absence of institutes for the improvement of qualifications, advanced training courses offered under the auspices of ministries and departments are responsible for the organizational and procedural supervision of work connected with the improvement of skills in specific branches of the national economy.

3. Courses for improving the skills of managers and specialists in the national economy are expected to do the following:

To heighten and deepen political and professional knowledge, to improve the professional skills of administrative personnel and specialists through the study of documents of CPSU congresses, CPSU Central Committee plenums, the Constitution of the USSR, the works of Comrade L. I. Brezhnev, the economic policy of the CPSU, the theory and practice of communist construction, the Leninist style of work, modern methods of production planning and administration, the latest achievements of Soviet and foreign science and technology, the scientific organization of labor and management with the aid of computer technology and equipment for the automation and mechanization of production processes, and the extensive exchange of progressive scientific and technical production experience;

To conduct the academic process on the basis of contemporary pedagogic science and with the incorporation of intensive methods and technical teaching aids;

To develop skill in the creative resolution of economic, production and social problems.

4. Courses for improving the skills of managers and specialists in the national economy will be conducted in accordance with annual and long-range plans for the improvement of the skills of managers and specialists in a particular branch, ratified by the appropriate ministries and departments.

5. Courses for improving the skills of managers and specialists in the national economy will be conducted and planned in accordance with this standard statute and will be approved by the ministry (or department) with jurisdiction over them.

6. Courses for improving the skills of managers and specialists in the national economy will be accountable in the established manner to their organizing ministry (or department), enterprise, organization or institution and will submit reports and other information to the ministry (or department) with jurisdiction over them, as well as to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

7. The branch ministries (or departments) sending managers and specialists to study in advanced training courses will provide them with academic materials and, if necessary, will establish an academic materials base for the courses with funds allocated for the development of the particular branch of the national economy.

8. Courses for improving the skills of managers and specialists in the national economy offered under the auspices of ministries and departments will be supervised by a director appointed by the ministry or department.

The supervision of courses offered at enterprises, research institutes, project planning organizations, higher and secondary specialized academic institutions, institutes for the improvement of qualifications and their branches will be the responsibility of a director appointed by the manager of the organizing enterprise, organization or institution, with the approval of the ministry (department) in charge.

Students in Courses for Improving the Skills of Managers and Specialists in the National Economy

9. Courses for improving the skills of managers and specialists in the national economy are open to the managers and specialists of enterprises, organizations and institutions with a higher, secondary specialized and general secondary education.

10. Students will be required to submit authorization from their enterprise, organization or institution when they arrive to take courses for improving the skills of managers and specialists in the national economy.

11. The registration of students in courses for improving the skills of managers and specialists in the national economy will be conducted by order of the course director in accordance with an enrollment plan ratified by the ministry (or department) with jurisdiction over the advanced training courses.

12. Groups of students will be chosen for advanced training courses on the basis of their specialty, educational background and job title.

13. The students will be expected to do the following:

To regularly heighten and deepen their political and professional knowledge and improve their professional skills;

To complete all types of academic work specified in curricula and programs;

To use the results of the latest scientific and technical achievements in the completion of final projects;

To observe regulations.

14. Students in courses for improving the skills of managers and specialists in the national economy who meet all curricular and program requirements, take all required tests and exams and defend their final project (or paper) will be awarded a certificate, the format of which will be ratified by the USSR Ministry of Higher and Secondary Specialized Education.

The successful completion of advanced training courses will be recorded in the performance evaluations of managers and specialists in the national economy.

15. If a student in an advanced training course fails to complete the curriculum or violates regulations, he can be dismissed from the course by order of the director and issued the appropriate certificate of course attendance.

16. During the time that students are attending courses for the improvement of the skills of managers and specialists in the national economy full time, they are paid full salary (and, in some cases, a supplementary grant as well) in the procedure stipulated in existing Soviet legislation.

17. During the time that students are attending courses for improving the skills of managers and specialists in the national economy, they will be provided with communal housing, paid for by the organization sending them to these courses, according to the procedure established for post-graduate students.

The provision of communal housing is the responsibility of branch ministries (or departments) sending students to take these courses.

Academic Work in Courses for Improving the Skills of Managers and Specialists in the National Economy

18. Courses for improving the skills of managers and specialists in the national economy can be conducted full-time or part-time.

The duration of the course will be determined in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the Government of the USSR.

19. Teaching in courses for improving the skills of managers and specialists in the national economy offered at enterprises, organizations and institutions will be conducted in accordance with curricula and programs ratified by the ministries (or departments) in charge.

20. The following basic types of classes are envisaged for courses for improving the skills of managers and specialists in the national economy: lectures, laboratory and practice sessions, seminars, consultations, professional games, the analysis of specific production situations, the exchange of experience, outside assignments and on-the-job training at leading enterprises.

The following methods of verifying knowledge have been established: the test, the exam and the test, course and final project (or paper). The final projects of students are defended before an examining commission. The members of the commission will be approved by the manager of the enterprise, organization or institution supervising the courses.

21. On-the-job training for students in advanced training courses will be conducted in accordance with instructions ratified by the USSR Ministry of Higher and Secondary Specialized Education.

22. Classes in advanced training courses will be held according to schedule.

23. The services of VUZ instructors and professors, as well as specialists in the national economy, can be enlisted for teaching advanced training courses.

24. The salaries of the faculty, administrators, auxiliary academic personnel and service personnel of courses for improving the skills of managers and specialists in the national economy will be paid in accordance with existing Soviet legislation.

Funding of Courses for Improving the Skills of Managers and Specialists in the National Economy

25. The expense of advanced training courses for managers and specialists in the national economy will be covered by funds deposited in the centralized fund of the branch ministry (or department) by its subordinate enterprises and organizations as part of the overhead cost of industrial production, freight shipments and communication operations, funds envisaged in the financial plans of contracting construction organizations for the improvement of qualifications, deductions from commodity turnover and other allocations for personnel training.

26. The total expense of advanced training will be determined by administrators of courses for improving the skills of managers and specialists in the national economy with a view to the specific conditions of the advanced training (duration and form of training, student contingent and so forth).

Funds to cover the expense of courses for the advanced training of managers and specialists in the national economy will be transferred to the accounts of enterprises, organizations and institutions organizing the courses by the appropriate ministries and departments a month before classes begin.

In the event that students sent to take advanced training courses fail to appear or are dismissed, the funds are not returned and are deposited as income in the budget of the organization in charge.

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ON AWARDING BONUSES TO THE PERSONNEL OF THE ADVANCED TRAINING SYSTEM

Moscow BYULLETEN' NORMATIVNYKH AKTOV MINISTERSTV I VEDOMSTV SSSR in Russian No 10, 1979 pp 35-39

[Excerpt from Order No 126 of 31 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education on the Ratification of the Standard Statute on the Department for Improving the Skills of Managers and Specialists in the National Economy, text of statute and excerpt from Explication No 6/25-78 of 27 September 1978 of the State Committee of the USSR for Labor and Social Problems and the AUCCTU Secretariat "On the Procedure for Awarding Bonuses to the Personnel of the Advanced Training System"]

[Text] 1. This order ratifies the attached Standard Statute on the Department for Improving the Skills of Managers and Specialists in the National Economy, approved by USSR Gosplan, the State Committee of the USSR for Science and Technology, the State Committee of the USSR for Labor and Social Problems, the USSR Ministry of Justice, the USSR Ministry of Finance and other concerned ministries and departments.

2. This order cancels Order No 612 of 2 August 1968 of the USSR Ministry of Higher and Secondary Specialized Education and Subparagraph "b" of Paragraph 2 of Order No 681 of 4 September 1968 of the USSR Ministry of Higher and Secondary Specialized Education.

Standard Statute on the Department for Improving the Skills of Managers and Specialists in the National Economy

Ratified by Order No 126 of 31 January 1979 of the USSR Ministry of Higher and Secondary Specialized Education

General Provisions

1. Departments for improving the skills of managers and specialists in the national economy will be organized as part of higher academic institutions in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the Government of the USSR. The departments

will be created by ministries and departments with jurisdiction over higher academic institutions, having the necessary qualified professors and instructors and the necessary material and technical facilities, on the recommendation of concerned ministries and departments and with the approval of the USSR Ministry of Higner and Secondary Specialized Education.

The department for improving the skills for managers and specialists in the national economy will be created if there are at least 100 persons wishing to take these courses (annually, on the average). The following coefficients will be used in determining the student contingent: 1.0 for full-time students, 0.5 for students taking night classes, and 0.4 for students taking correspondence courses.

As a rule, a higher academic institution will have one department for improving the skills of managers and specialists in the national economy.

2. Concerned ministries and departments will provide departments for improving the skills of managers and specialists in the national economy with academic materials and, if necessary, will establish an academic materials base, funded by means of allocations for the development of the particular branch of the national economy.

3. The department for improving the skills of managers and specialists in the national economy will represent the academic subdivision of the higher academic institution responsible for academic and scientific-procedural work to improve the skills of managers and specialists in the national economy.

4. The department for improving the skills of managers and specialists in the national economy will be expected to do the following:

To heighten and deepen political and professional knowledge and improve the professional characteristics of managers and specialists through the study of documents of CPSU congresses and CPSU Central Committee plenums, the Constitution of the USSR, the works of Comrade L. I. Brezhnev, CPSU economic policy, the theory and practice of communist construction, the Leninist style of work, modern methods of production planning and administration, the latest achievements of Soviet and foreign science and technology, the scientific organization of labor and management with the aid of computer technology and equipment for the automation and mechanization of production processes, and the extensive exchange of progressive scientific and technical production experience;

To conduct the academic process on the basis of modern pedagogical science and with the incorporation of intensive methods and technical teaching aids;

To develop the students' ability to manage collectives, work with people and creatively solve economic, production and social problems;

To organize and supervise on-the-job training for students at leading enterprises and organizations in the established manner;

To compile curricula, programs and procedural instructions and prepare synopses of lectures and textbooks on applied technical subjects.

5. Plans for the enrollment of managers and specialists in the advanced training departments of higher academic institutions will be ratified for the academic year by the ministries and departments sending students to these courses, with the approval of the ministries and departments with jurisdiction over these higher academic institutions.

6. The department for improving the skills of managers and specialists in the national economy will advise concerned ministries and departments (3 months before the beginning of the semester) of the date of the first class and the duration of the course and will provide them with a brief description of the course.

Ministries and departments will submit a list of the persons authorized to take courses, indicating their last names, first names and patronymics, job titles and educational qualifications, to departments for improving the skills of managers and specialists in the national economy (no later than 2 weeks before the first class). Students will be summoned to the classes by the ministries and departments authorizing them to attend.

7. The advanced training department will be supervised by a dean, elected in the usual manner for higher academic institutions.

8. The department for improving the skills of managers and specialists in the national economy will be accountable in the usual way to the higher academic institution of which it is a part, and will submit reports and other information to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

Students In the Department for Improving the Skills of Managers and Specialists in the National Economy

9. Courses in the department for improving the skills of managers and specialists in the national economy will be open to the managers and specialists of enterprises, organizations and institutions with a higher education.

10. Persons arriving at VUZ's to attend courses in the department for improving the skills of managers and specialists in the national economy will be required to submit authorization from their enterprise, organization or institution and furnish proof, in the form of a degree (or copy of the degree) or other document, of their graduation from a higher academic institution.

11. Student groups will be formed in the department for improving the skills of managers and specialists in the national economy with consideration for the special fields of the students and their job titles.

12. Students in the department for improving the skills of managers and specialists in the national economy will be expected to do the following:

To heighten and deepen their political and professional knowledge and improve their professional skills;

To complete all types of academic work stipulated in curricula and programs;

To complete their final projects with the use of the results of the latest scientific achievements promoting the further enhancement of the effectiveness and quality of work at enterprises and organizations;

To observe regulations.

13. Students in the department for improving the skills of managers and specialists in the national economy who have satisfied all curricular and program requirements, taken all required tests and exams and defended their final projects (or papers) will be awarded a certificate, the format of which will be ratified by the USSR Ministry of Higher and Secondary Specialized Education.

The successful completion of advanced training courses will be registered in the performance evaluations of managers and specialists in the national economy.

In the event that a student does not complete the curriculum or violates regulations, he will be dismissed by order of the institute chancellor and will be awarded the appropriate certificate of attendance in the department for improving the skills of managers and specialists in the national economy.

14. When students in the department for improving the skills of managers and specialists in the national economy attend advanced training courses full time, they are paid their regular salary (and, in some cases, an additional grant as well) in the manner stipulated in existing Soviet legislation.

15. The transportation fees and traveling expenses of students in the department for improving the skills of managers and specialists in the national economy will be paid by the enterprises and institutions for which they work.

16. Students from other cities will be provided with communal housing for the duration of the course, paid for by the organization which sends

them, in the procedure established for post-graudate students. If there is no available housing on campus, students will be provided with communal housing by the ministries and departments sending them to take advanced training courses for managers and specialists in the national economy.

Scholastic Methods and Scientific Work in the Department for Improving the Skills of Managers and Specialists in the National Economy

17. Courses in the department for improving the skills of managers and specialists in the national economy will be taught in subjects in which the particular higher academic institution specializes, and will be conducted full-time and part-time.

Course duration will be established in accordance with Decree No 515 of 6 June 1967 of the USSR Council of Ministers and other decisions of the USSR Government.

18. Courses offered to students in the department for improving the skills of managers and specialists in the national economy will be conducted according to curricula and programs ratified by the ministry (or department) with jurisdiction over the higher academic institution and approved by concerned branch ministries (or departments). The curricula of the advanced training department should be compiled with consideration for the recommendations of the USSR Ministry of Higher and Secondary Specialized Education and the Interdepartmental Council for Improving the Skills of Managers and Specialists in the National Economy.

Ratified curricula and programs will be submitted by higher academic institutions to the Scholastic Methods Administration for the Advanced Training of Administrative Personnel and Specialists in the National Economy of the USSR Ministry of Higher and Secondary Specialized Education.

19. The following basic types of classes are envisaged for the department for improving the skills of managers and specialists in the national economy: lectures, laboratory and practice sessions, seminars, consultations, professional games and the analysis of specific production situations, the exchange of experience, outside assignments and on-the-job training at leading enterprises.

The following ways of verifying knowledge have been established: the test, the exam and the test, course and final project (or paper). The students' academic progress will be measured in the following terms: "excellent," "good," "satisfactory" and "unsatisfactory."

20. On-the-job training for students in the department for improving the skills of managers and specialists in the national economy will be conducted in accordance with instructions ratified by the USSR Ministry of Higher and Secondary Specialized Education.

21. Classes in the department for improving the skills of managers and specialists in the national economy will be conducted according to schedule.

22. Scientific procedural work will be conducted in the department for improving the skills of managers and specialists in the national economy to improve the quality of teaching, the teaching skills of the faculty and the scientific organization of the academic process with the aid of modern technical equipment.

23. The department for improving the skills of managers and specialists in the national economy will conduct scientific research in the established manner and participate in the incorporation of their research findings in the national economy.

24. The department for improving the skills of managers and specialists in the national economy can offer advanced training courses to foreign specialists in the established manner.

25. The number of professors, instructors and auxiliary academic personnel in the department for improving the skills of managers and specialists in the national economy will be determined according to the standards set for the particular VUZ.

26. The services of VUZ professors and instructors, as well as specialists in the national economy, can be enlisted for teaching in the department for improving the skills of managers and specialists in the national economy on part-time staff appointment terms specifying a salary ranging from one-fourth to one-half of the staff salary, depending on the teaching load, or on the basis of an hourly wage.

27. Administrators, faculty members and auxiliary teaching personnel will be paid in accordance with existing Soviet legislation.

Funding of the Department for Improving the Skills of Managers and Specialists in the National Economy

28. The teaching expenses of the department for improving the skills of managers and specialists in the national economy will be covered by funds deposited in the centralized fund of the appropriate ministries and departments by their subordinate enterprises and organizations from the overhead costs of industrial production, transport fees and communication operations, funds envisaged in the financial plans of contracting construction organizations for advanced training, deductions from commodity turnover and other allocations for personnel training.

29. The total cost of advanced training will be determined by departments for improving the skills of managers and specialists in the national economy on the basis of the specific conditions of advanced training (the duration and form of training, the student contingent and so forth).

The expense of advanced training will be covered by departments in accordance with estimates compiled for extrabudgetary (special) funds, which are ratified by the ministry or department with jurisdiction over the higher academic institution.

Sums withdrawn from the centralized fund of the appropriate ministry (or department) to cover the expense of training students in departments for improving the skills of managers and specialists in the national economy will be recorded in the estimate of special funds of higher academic institutions, ratified in the usual manner. These sums will be transferred by ministries (or departments) to the accounts of the higher academic institutions with advanced training departments a month before classes begin.

The procedure of payment transactions between ministries and departments with jurisdiction over the higher academic institutions and the particular ministries and departments that send students to attend courses in departments for improving the skills of managers and specialists in the national economy will be determined by the USSR Ministry of Higher and Secondary Specialized Education.

If students who are sent to take advanced training courses fail to attend class or are dismissed from class, these funds are not returned and are deposited as income in the appropriate budget, depending on the jurisdiction of the institute.

Explication No 6/25-78 of 27 September 1978 of the State Committee of the USSR for Labor and Social Problems and the AUCCTU Secretariat 'On the Procedure for Awarding Bonuses to the Personnel of the Advanced Training System'

Ratified by Decree No 301/25-78 of 27 September 1978 of the State Committee of the USSR for Labor and Social Problems and the AUCCTU Secretariat

The State Committee of the USSR for Labor and Social Problems and the AUCCTU Secretariat, in conjunction with the USSR Ministry of Finance, hereby explain:

That the payment of bonuses to the personnel of sectorial and intersectorial institutes and courses for improving the skills of managers and specialists in the national economy for high-quality organization of the academic process will be conducted by ministries and departments of the USSR from funds formed in accordance with Point 7 of Decree No 1002 of 11 April 1953 of the USSR Council of Ministers.

After the institution of the new wage conditions, the payment of bonuses to the personnel of budget-carried advanced training institutes and courses will be conducted according to the procedure established in Point 5 of Appendix No 1 to Decree No 1057 of 24 December 1976 of the CPSU Central Committee, the USSR Council of Ministers and the AUCCTU.

The maximum amount of bonuses paid to one worker must not exceed his annual salary rate.

8588
CSO: 8144/0421

IMPROVEMENT OF CITY-RURAL PATRONAGE TIES URGED

Moscow TRUD in Russian 5 Dec 79 p 5

[Letters from readers on "Patronage Help for the Village"]

> [Text] An article under this heading published in TRUD on 29 September and our newspaper's articles "What Sort of Help Does the Village Need?" (4 October) and "Incentives and Yield" (11 October) brought a wide response from the readers. Today we are publishing some of the letters. The discussion on ways to improve the patronage ties between the city and the village is continuing.

They Should Not Be Dependents--The agricultural production of Tul'skaya Oblast does not have enough working hands. To cope with this work, city dwellers--sometimes as many as 50,000--come into the kolkhozes and sovkhozes during the critical period for field work from April to October. Of course, the patronage helps the farm organizations of the oblast to increase the productivity of the fields and farms and to improve the supply of products to the population.

And yet the effectiveness of the labor of the city people in the village is not great. They can only be trusted with auxiliary jobs and the work requires removing them from their regular work, which they know many times better. The enterprises spend enormous amounts to pay wages to the people, who are not producing industrial output while they are on "rural special assignment." In Tul'skaya Oblast the trips of the city people to the village cost 2 million rubles. An unacceptable luxury.

But what is to be done? In the busy season in the village there are not enough people. A considerable number of them have gone to the cities only because the labor conditions in the village are still hard and they do not always have well-planned housing, schools, children's institutions, and cultural and educational facilities. The state does not stint on funds for development of the village. Thus, in the current five-year plan 900 million rubles are allocated for development of the rural areas and villages of the oblast. But the effect of these expenditures may not be direct. And therefore they still would be unable to manage without patronage help. But the character of this help must be qualitatively different. The farmers must themselves grow the crop but the engineers must plan new means of mechanicanization for livestock breeding and the workers must put these plans into effect. Then there will be genuine help and not just patching of holes on the farms.

How does it actually turn out now? Things are not going well with some kolkhoz chairman or sovkhoz director and he is clearly unable to organize the work of his collective; he asks them to send patrons. They are sent--and he is still in need. And there is engendered a dependency which stifles a creative, efficient approach to his duties and does not force him to search out potentialities for increased labor productivity. And these farm organizations turn to middle-class peasants. This suits them. You see, the plan for production and sale of agricultural products to middle-class peasants, particularly to lagging ones, is not being increased. And what there is the patrons help in getting out--they come and they harvest. And these peasants bear virtually none of the costs for this. This kind of approach to the work develops into a loss for our entire economic system. At the November plenum of the CPSU Central Committee Comrade L. I. Brezhnev correctly stated that it is time to get things organized in this matter and to eliminate fuzzy responsibility and dependency.

N. Klykov
Chairman of Kolkhoz Krasnaya Zvezda
Dubenskiy Rayon, Tul'skaya Oblast

Engineers Are Going to Subsidiary Jobs--Everyone now realizes that the village needs help because there are not enough working hands on the fields and farms. From what I have observed people are reluctant to participate in the harvesting and the administration is having difficulty in recruiting a group. Here is the reason.

Very often the kolkhoz or sovkhoz does not provide even the elementary amenities for the patrons: there is no housing, we often sleep in a shed, the operation of the dining room is wretched--we are assigned work and then subjected to this. And in the evening as to where we are to go and what we are to do--the comrades give no thought to this. All this cuts down the effect of the help from the city.

At the sites we see what conditions the rural workers have to cope with. There is still a great deal of manual labor in the village. What the city patrons should give first-priority attention to is mechanization and industrialization of labor. This will enable the industrial enterprises to perform important work constantly, systematically and purposefully; not fortuitiously as is now often the case.

N. Inshakov, Engineer
Moscow

Is There an Incentive?--All of us city people often go to the village to help in harvesting the crop. It takes several months to pay us: you go, you ask for it, you submit statements. You must admit that this kind of bureaucracy and red tape is not helping the people's enthusiasm and they are reluctant to go to the farm the next year. And if they do go, they do a lot less than they can--there is no incentive. I suggest that payment be made the same day. You see, what often happens is this: one day we work on one kolkhoz and the next day on another one. And we don't have to be paid with money. For the city dweller it is better if the wage amount is given him in agricultural products.

A. Miklin
Office Worker
Dubossary, Moldavian SSR

7962
CSO: 1823

USE OF CONTAINERS, BALES IN RAIL SHIPMENTS REVIEWED

Moscow PRAVDA in Russian 7 Dec 79 p 2

[Article by V. Selivanovskiy, deputy chairman of the Ukrainian Gossnab, and O. Gusev, special PRAVDA correspondent, from Moscow--Kiev: "Door to Door"]

> [Text] Specialists assert that if only 70 percent of the freight suitable for container shipping were dispatched in containers, it would be possible to release around a million persons. The dispatching of products in bales also will provide a significant benefit. In actuality, bolts, bearings, brick, washbasins, building materials and chemical products are often shipped in the old manner, in crates or loose. To organize mass container and baled shipments means to take an important step along the path of improving transport operations as was mentioned at the November (1979) Plenum of the CPSU Central Committee.

The Ukrainian Gossnab, together with the republic railroads and enterprises of the building materials industry, has organized the delivery of bathtubs, heating radiators and electrodes in bales. The results are outstanding as a car could carry 52 tons of freight, while with the old method, just 29 tons. Merely due to the savings in packing and transporting, one of the plants saved over 130,000 rubles. Car stoppages were reduced by 1 hour, while labor productivity and equipment output were doubled. It was also possible to make better use of the warehouses as they could contain more freight located in optimum-sized, standardized crating. The transporting of radiators in bales was a major gain, as the loading of the cars was accelerated by 3 hours and the number of workers reduced by 5-fold.

In assessing these results, specialists have concluded that one-half of the containers and bales received by the supply depots and enterprises without breaking up or manual operations in transhipping operations could be delivered directly to the destinations. Here if fuller consideration is also given to the frequency and volume of freight shipments, and optimum bale sizes are adjusted, then such a method could be used to deliver directly almost two-thirds of the building materials.

Bale and container transporting opens up rich opportunities for full mechanization of warehousing, for introducing fundamentally new production processes, and for creating fully automated warehouses. Unfortunately, a developed base for the accelerated introduction of container and baled shipments is still lacking. In Abakan, a plant is being built to produce 40,000 containers a year. Capacity is already in operation designed to produce 16,000 of these containers. But in the near future all these containers, unfortunately, will not be received by the consumers. The problem is that the construction workers, in putting up one of the enterprise buildings where the press, assembly-welding, painting and other production is to be located, fell behind on the completion of a second building. And precisely it was to produce the metal parts without which the container could not be produced. For these reasons the railroad workers over 4 years have failed to receive 22,000 large containers.

Unfortunately, this is far from the only question troubling the Abakan workers. The Ministry of Heavy and Transport Machine Building is still arguing with the departments responsible for the delivery of lumber, metal, paints, plastic bushings and rubber gaskets. Has this not been long enough?

Both the transport workers and the developers of modern packing are vitally concerned with the question of who on a national scale will be the solely responsible boss of the containers? The question is not a simple one. Experience has suggested that the containers cannot be allocated to the departments. They should move freely across the boundaries of the sectors and the republics. It is imperative to centralize the container system, and to effectively service and repair this specialized crating. Certainly the container fleet year after year is growing and naturally is being amortized. We feel that the USSR Gosplan and Gossnab should have a word to say here.

The institutes of the USSR Gossnab and the design organizations of a number of ministries have worked out a number of container and palette types. Rail transport, as was emphasized at the November (1979) Planum of the CPSU Central Committee, should significantly increase the shipping pace. However, the mass delivery of crated piece products has effectively still not been organized using the most progressive methods. Why? One of the reasons is that up to now only the shippers and the consumers received any benefit from the better utilization of the cars and warehouses. The supplier, in having a certain benefit, bears the basic responsibilities for the creation and storage for the fleet of containers. In order to manufacture and repair them, he needs production capacity and the corresponding areas and personnel.

Who should bear the basic burden of these expenditures is still unclear, since the mechanism for the recovery of expenditures for these purposes has still not been sufficiently worked out. For this reason even in designing and introducing experimental models, it is essential to overcome the resistance of the leaders of the shipping ministries and enterprises.

The second reason is the passive attitude of a number of ministries and departments. They are little interested in reducing expenditures in freight handling operations. These expenditures are planned for them ahead of time and are normed according to the achieved level. In this regard we feel the time has come to introduce on a nationwide scale an obligatory criterion which would require certain freight to be dispatched only in containers while others would be send exclusively in bales.

The Ministry of the Railroads, in truth, has taken definite steps to systematize such shipments, and in particular, recommendations have been drawn up for the transporting of articles in special crating. But recommendations are certainly not a rule which would strictly prescribe the carrying out of what was planned. Precisely the planning bodies must determine clearly, with an annual breakdown, the dates for converting the delivery of the most important types of products to the bale and container method.

Undoubtedly a portion of such shipments could be organized also by agreements between the ministries, associations and enterprises interested in the rapid solution to the problem. Undoubtedly, on this level we should note the experience acquired in the Ukraine.

Seemingly proven experiments should attract a maximum number of clients. However, when it is a question of actually concluding contracts for product deliveries, a majority of the manufacturers still ignores the demands to dispatch products solely in containers and bales. The bodies of the USSR State Arbitration Committee, in reviewing such disputes, must more actively support the valid claims of the clients.

In shipping freight "in bulk" and "loose," a great deal is lost en route and is spoiled. The lack of uniform demands on the method of dispatching the product also leads to numerous complaints of the damaging of transportable freight. Obviously a special state standard must be worked out requiring the transportation of products by the most progressive methods.

The November (1979) Plenum of the CPSU Central Committee emphasized the necessity of a sharp rise in the responsibility of the industrial, construction and trade enterprises for the prompt loading and unloading of railroad cars. And in working out a long-term comprehensive program for the development of transportation, one of the most important aims is the mechanizing of freight handling. Undoubtedly, the control functions of the railroads must be strengthened for this. Obviously they must be given the right not to accept articles which are dispatched "loose" for shipment.

Understandably, not every enterprise will find it easy and simple to seek additional money for preparing universal crating. For example, in shipping bathtubs and radiators in bales, just two plants required, as a minimum, around 13,000 containers with a cost of more than a half million rubles. Obviously such expenditures must be made gradually, in allocating expenditures on new production methods from centralized funds for these purposes.

In the opinion of specialists, on the basis of the Ukrainian Gossnab alone over the next 2 years, it would be possible to organize container and baled deliveries for at least 300,000 tons of metal products, as well as for more than fourscore types of building materials. This will make it possible to shorten car stoppages as a minimum by 10,000-12,000 hours, and to reduce the number of service personnel by one-fifth. The ministries must more efficiently seek out the required resources for manufacturing baling equipment, using for this the materials and funds under the new equipment plans as well as the savings in packaging.

The tested designs of containers as a rule are disassembleable and for this reason they can be easily returned to the suppliers of the products. At present the forms of the organization of labor have been designated in baling and also the possibilities of using various mechanisms. As a result it has been possible to work out a procedure which can be widely used for organizing shipments of other types of products.

In this regard obviously it would be beneficial under the aegis of the USSR Gossnab and with the active participation of the transport departments, to hold a competition for the optimum plans for baled and container shipments, and to select the best designs and technical decisions. This will make it possible to draw up a document which strictly defines the scope and dates for introducing the most progressive forms for organizing shipments. It is essential to involve in solving the problem all those who are directly interested in this, in order that the transporting of products take as little time as possible, be less expensive, and make it possible to deliver the products safely "door to door."

We feel that it is essential to use all the levers for developing this efficient method of fully mechanizing freight handling work, and ultimately this will lead to the turning of the profession of a loader into the profession of a general equipment operator.

10272
CSO: 1823

RIVER TRANSPORT AND BAM DISCUSSED

Moscow VODNYY TRANSPORT in Russian 8 Dec 79 p 1

[Article by P. Drachev, Candidate in Economic Sciences: "River Transport and BAM"]

[Text] Recently a traveling session of the Scientific Council of the USSR Academy of Sciences on the problems of BAM took place in the Far East in the cities of Vladivostok, Komsomol'sk-na-Amur and Soviet Havanna. Today we are printing an article by one of its participants which was prepared on the basis of materials collected by him.

At the present time freight flows from the western areas of the country to Khabarovskiy and Primorskiy Krays and to Sakhalinskaya, Magadanskaya and Kamchatskaya Oblasts go through seaports and the river port of Khabarovsk. These traditional routes are now experiencing serious overloading. The emergence of BAM at Komsomol'sk-na-Amur is opening up new prospects for the development of water transportation in this area. The piers of the city of youth can be used by the fleet of the Amur Steamship Company to make more intensive deliveries of cargoes not only to the northern areas of Sakhalin, but also to the Okhotsk coast, to Magadan, and also for export. Work in these directions by river-sea vessels will make it possible to substantially remove the strain from the railroad and to reduce the amount of transshipments of timber, coal, petroleum, and other cargoes in the ports of Vanino, Vladivostok and Nakhodka.

For now the Amur Steamship Company performs mixed shipments in limited amounts. Yet, the high effectiveness of the use of river-sea ships is indisputible. Compared to sea vessels, they are cheaper to build and more economical to operate. And most important -- they make it possible to shorten the railroad run by 1,000 kilometers. A further development on the Amur of shipments in mixed ships loaded in the river port of Komsomol'sk-na-Amur will make it possible to reduce transportation costs.

The materialization of the planned program requires an acceleration of the construction of the cargo area of the Komsomol'sk-na-Amur river port -- in the settlement of Dzemgi. In this connection, the problem of building railroad sidings has to finally be solved. It is possible that during the next five-year plan construction will begin on yet another cargo area -- in the settlement of Pivan'. As a result of the increasing amounts of shipments it is becoming necessary to build a base plant for repairing river-sea vessels. In our opinion, the 25 million rubles in capital investments which are being assigned for these purposes will reimburse themselves earlier than the normed periods.

Such is the immediate prospect for the development for the material and technical base of the Amur Steamship Company. The more rapidly this program is carried out, the quicker will the load be removed from the seaports which is especially great during the summer period. The switching of freight from the railroad (the eastern section of BAM) at Komsomol'sk-na-Amur to water seems to be effective. Calculations show that the expenditures to ship timber from here (1 million tons) to Japan by mixed vessels are substantially smaller than by sea vessels. It is also expedient to ship to Japan by the same vessels and the same scheme 2 million tons of coal and to bring various import cargoes back.

Time has shown that of the three operating transportation schemes for delivering cargoes to the points of the Okhotsk coast the most advantageous is the one on which river-sea vessels operate. For ten navigation periods now trans-shipments have been taking place from the railroad to the river in Khabarovsk. The economy here for every ton of shipped cargo comes to (compared to delivering it on railroad to Vanino, for example, and trans-shipping it there to sea vessels) 4 rubles and 50 kopeks.

Even wider possibilities for the efficient use of river transport are opening up in connection with the emergence of BAM at Komsomol'sk-na-Amur . There are technical and economic substantiations which convince one of the expediency of shifting around 600,000 tons of dry cargoes from the railroad at this point, and also of shipping from here 200,000 tons of the output of the Komsomol'sk Petroleum Refining Plant.

Shortening the distance of shipments leads to a decrease in operating expenditures of 1 ruble and 85 kopeks per ton. The shipment of the entire proposed amount of cargo to the port of Nagayeva by river-sea ships will make it possible to economize around 500,000 rubles of transportation expenditures a year. A palpable advantage for the state can also be assumed from the transportation from Komsomol'sk-na-Amur of petroleum products by mixed-sailing tankers. The distance here will be shortened by 2,270 kilometers, and 1 ruble 95 kopeks will be economized for each shipped ton (in adduced expenditures).

However, the first development of river transport in the BAM zone is being held back by nature -- the strict limits of the navigation period. When the fleet is standing still cargoes accumulate in the ports. There have to be warehouses for storing them. This is expensive. In addition, certain cargoes are urgently needed by their addressees. It is necessary to resort to the services of truckers or aviators. And these are new costs. What is to be done?

One of the effective solutions to the problem is the introduction of fundamentally new types of water transport -- amphibious vessels on air cushions. The ability of these vessels to move on land and water makes it possible to operate them the year around. And this is of great importance for ensuring the continuity of freight and passenger hauls in the little developed areas of the northern latitudes. In the BAM zone where there is no road network small rivers take on large transportation importance. The prospect of using them with the help of economical vessels on air cushions is very attractive. According to the preliminary calculations, these vessels will be able to operate on the small rivers in the BAM zone.

It has to be kept in mind here that shifting one million tons of economic freight from BAM in direct mixed railroad-water communications to cargo air-cushion vessels will make it possible to decrease transportation costs by 20 million rubles a year.

When BAM is put into operation the role of the Komsomol'sk-na-Amur River Port will increase. Calculations have shown that the preconditions exist at the first stage for transferring here 3.9 million tons of freight from the railroad to river transport for delivery to the Okhotsk coast and to Japan. At the second stage the amount can increase to five to six billion tons a year. This will substantially decrease the distance of the shipments. A more effective use of river transport in our single transportation system will undoubtedly have an important influence on increasing the productive forces of the region.

2959
CSO: 1823

TRANSPORTATION

BRIEFS

USA RIVER BRIDGE--Moscow December 21 TASS--The first trains have run across the new bridge spanning the Usa River in the taiga of the Komi Autonomous Republic, in the north of the European part of the USSR. The bridge is one of the biggest in the country, with a total span of 1,400 metres. The builders had to overcome many difficulties because of the severe climatic conditions. In winter it is extremely cold and there are very high piercing winds. There are no rocks or other firm, solid layers on which to lay the bridge supports. Improving transport is the most important measure for the further economic growth of the republic, at the turn of the 20th century it was a backward outlaying area of Russia which could be reached only by the river, but in Soviet years the development of the unique mineral resources available there has started. Timber, coal, oil, gas extracting and refining and other industries have also been developed. The expansion of the network of roads will make it possible to speed up the formation of a new important territorial and production complex in the Komi Republic. [Text] [Moscow TASS in English 0740 GMT 31 Dec 79]

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END

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INTERNATIONAL ECONOMIC RELATIONS

FADEYEV ON CEMA ACTIVITIES, LINKS WITH NON-CEMA ENTITIES

LD311607 Moscow PRAVDA in Russian 12 Dec 79 p 4 LD

[Article by CEMA Secretary General N. Fadeyev: "CEMA's High Prestige"]

> [Text] In celebrating the 30th anniversary of CEMA the communist and workers parties of the fraternal countries have given a high assessment of its activity. It promotes the further rallying together of our community's states, the intensification of our cooperation aimed at resolving the tasks of building a new society, the stepping up of socialism's influence on world development, the assertion of the principles of equality and mutual advantage in international relations and the consolidation of peace.

The CEMA countries' achievements are universally acknowledged. The national income they produced in 1978 had increased 7.6 times compared with 1950 while gross agricultural output increased 2.5 times. Their reciprocal trade turnover has increased over 20 times. The material and cultural living standard of the fraternal states' population is steadily improving on the basis of rapidly increasing national income.

The CEMA member countries surpass the "Common Market" (EEC) countries and the United States taken together in terms of oil and iron ore extraction and the production of lumber, sugar and mineral fertilizers. They generate almost 1.5 times more electricity than the EEC members and produce 3.1 times more gas and coal (reckoned in terms of ideal fuel), 1.6 times more pig iron and steel, 1.5 times more cement, 2.8 times more pulp, 1.6 times more sulfuric acid and 1.4 times more woolen textiles and leather footwear.

CEMA's active role as an economic cooperation organization of a new type pooling the efforts of equal sovereign socialist states was manifested in these outstanding achievements. CEMA's entire work is based on the principles of socialist internationalism, respect for state sovereignty, noninterference in the internal affairs of countries, voluntariness, mutual advantage and comradely mutual assistance. All questions are resolved with the consent of each state involved. The CEMA countries' cooperation is not accompanied by the creation of supranational organs.

Pooling and coordinating the efforts of the community countries, CEMA has consistently promoted and continues to promote the deepening and improvement of cooperation and the development of socialist economic integration. CEMA's activity promotes the plan-governed growth of the national economy, the acceleration of economic and technical progress in the fraternal states, the raising of labor productivity and the gradual rapprochement and equalization of economic development levels.

CEMA today is a permanently operating headquarters where the CEMA countries collectively elaborate the strategy and tactics for their multilateral economic, scientific and technical cooperation. In three decades CEMA has passed through a number of stages, each of which accorded with the urgent demands of socioeconomic development.

Under conditions where the task of creating the material and technical base of communism is being resolved in the Soviet Union and the task of building a mature socialist society is being resolved in the majority of other CEMA countries, the need has arisen for implementing a broad program of collaboration taking into account the objective processes of socialist economic integration.

The comprehensive program for the further deepening and improvement of cooperation and the development of the CEMA countries' socialist economic integration adopted in July 1971 by the 25th CEMA session was just such a document--effective and scientifically substantiated. This program defined the main strategic avenues of collaboration for the long term and elevated it to a higher level.

The long-term targeted programs for cooperation in the most important spheres of physical production approved by the 32d and 33d CEMA sessions were a further major step forward. It is a case of meeting the CEMA member countries' economically substantiated requirements for the main types of energy, fuel and raw material. It is planned to improve collaboration in the sphere of agriculture and the food industry. Measures have been jointly outlined for developing the machine building sectors which insure its qualitative restructuring; for satisfying the CEMA countries' requirements for consumer goods; and for developing transport communications.

The long-term targeted programs lend specific form to and develop the comprehensive program. They define the unified strategy for cooperation among the CEMA countries for the long term, up to the year 1990.

The fraternal countries' achievements form a vivid contrast to the processes typical of the world capitalist system--economic and political crisis accompanied by the aggravation of the struggle for markets, unrestrained inflation, and the enormous rise in unemployment.

The true democratism in CEMA's activity and the lofty ideals and goals which guide the countries belonging to it, and the fraternal states' socioeconomic successes have brought CEMA high international prestige.

This is confirmed by the growing interest evinced by many countries and international organizations in CEMA's work. In turn CEMA seeks to develop ties with states which are not CEMA members on the basis of the principles of equality, mutual advantage and noninterference in internal affairs.

[LD311609] The 15-year cooperation between CEMA and Yugoslavia can serve as an example of strengthening relations with socialist countries which are not CEMA members. Yugoslavia is taking part in the implementation of over 50 multilateral agreements and contracts on production sharing and specialization and on scientific and technical cooperation which are in force within the CEMA framework. The consolidation of these ties is borne out by the dynamics of Yugoslavia's foreign trade with the CEMA countries. In 1978 its volume had increased 5.7 times compared with 1964.

CEMA's relations with the capitalist countries are developing. An agreement has been signed on cooperation between CEMA and Finland. In 1975-1976 some 25 documents on joint work in the sphere of machine-building, the comprehensive use of timber raw material, oil, gas, transportation and environmental conservation were concluded between the sides.

The socialist community states consistently advocate the expansion of equitable ties with the developing countries. They resolutely promote the exclusion, from world economic relations, of discrimination and inequality engendered by capitalist, colonialist and neocolonialist policy and they struggle actively to establish a new, just economic order.

The developing countries' desire to strengthen contacts with CEMA and study its experience is growing accordingly. For a number of years now CEMA has been cooperating with Iraq and Mexico, relevant agreements having been concluded in 1975. The 33d CEMA session satisfied the request of the People's Democratic Republic of Yemen Government and a representative of democratic Yemen will continue to take part in CEMA's work as an observer. The People's Democratic Republic of Congo, Guyana, Colombia and a number of other countries have also expressed their desire to cooperate with CEMA.

CEMA's increased international prestige is borne out by the participation of representatives from Angola, Afghanistan, the People's Democratic Republic of Yemen, Iraq, Laos, Mozambique, Mexico, Ethiopia and Finland in its 33d session.

The granting of observer status at the UN General Assembly in 1974 is a recognition of CEMA's role. CEMA has extensive ties with 60 international organizations in whose work representatives of countries with different socioeconomic systems take part.

It should be noted that the consolidation of CEMA's international contacts, like all its activity, accords with the lofty ideals of universal peace and the peoples' security and is an important factor in the consolidation and materialization of the relaxation of tension.

Motivated by these lofty ideals, CEMA has suggested concluding an agreement on the basic principles of mutual relations between CEMA and the CEMA countries on the one hand and the EEC and the EEC countries on the other. This agreement would be an important contribution to the materialization of detente and the fulfillment of the clauses contained in the Final Act of the Conference on Security and Cooperation in Europe.

In November this year talks were continued in Moscow between the delegation from CEMA and the CEMA countries and the EEC delegation on questions connected with the elaboration of a draft agreement. Despite a certain advance at the talks it must be noted that there are still differences on fundamental questions determining the agreement's nature. It is to be hoped that during the next round of talks scheduled for April 1980 there will be success in finding a mutually acceptable solution for these important questions too since there are no legal, organizational or economic reasons which might become an obstacle to the conclusion of a broad framework agreement between CEMA and the CEMA countries on the one hand and the EEC and the EEC countries on the other.

At the present stage special significance attaches to the further improvement of cooperation among the CEMA states. This was reflected in the document recently adopted by the CEMA session "The Basic Avenues for the Further Improvement of the Organization of the CEMA Countries' Multilateral Cooperation and CEMA's Activity."

The communist and workers parties pay constant attention to the development of cooperation among the fraternal states and to the improvement of CEMA's activity. Especially important significance attaches to meetings between the leaders of the fraternal parties' central committees. At the meetings and talks in the Crimea this year between Comrade L. I. Brezhnev, general secretary of the CPSU Central Committee and chairman of the USSR Supreme Soviet Presidium, and the leaders of the fraternal parties and states there was a discussion of principled questions of long-term cooperation among the socialist community countries. Those taking part in the Crimean meetings stressed the great significance of the long-term targeted cooperation programs and the importance of their successful implementation for scaling new heights of scientific and technical progress and improving production efficiency and output quality in the interests of the further growth of the well-being of the people's masses. During the meetings there was weighty confirmation of the fraternal states' unshakable adherence to a policy of peace and international cooperation.

CEMA's activity graphically demonstrates the advantages of interstate relations of a new type. It may confidently be asserted that CEMA's role in the world arena and its authority will steadily grow. A guarantee of this lies in the fraternal countries' further successes in socioeconomic development and in the intensification of cooperation and socialist economic integration.

CSO: 1823

BRIEFS

ROMANIAN-SOVIET TRADE AGREEMENT--A protocol on exchanges of consumer goods in 1980 between the Romanian Ministry of Domestic Trade and the USSR Ministry of Trade was signed today in Moscow. The protocol provides for an over 20 percent increase in the volume of bilateral exchanges compared with the current year. [Text] [AU132040 Bucharest Domestic Service in Romanian 2000 GMT 13 Dec 79 AU]

URANIUM DEAL WITH AUSTRIA--The Austrian company that was to have built the second Austrian powerplant in Stein has reached a settlement on the termination of its 1 billion schilling contract with the USSR concluded in 1974 on the supply of Soviet nuclear fuel and fuel enrichment. Originally, the USSR had demanded a $14 million penalty for the termination of the contract by the Austrian side, but has now settled for $5 million. As the USSR has also consented to the reexportation of the uranium already delivered to the Austrian company during last week's talks in Moscow of Federal Power Company Director General Fremuth, the Austrian side will not only incur no losses but even make substantial profits because it originally obtained the uranium at a very favorable price. [AU231326 Vienna VOLKSSTIMME in German 23 Jan 80 p 2 AU]

CSO: 1823

TRANSPORTATION

DELAY OF ELECTRIC LOCOMOTIVES CRITICIZED

Moscow GUDOK in Russian 6 Dec 79 p 2

[Article by L. Turov, GUDOK correspondent]

[Text] Like any solicitous host, the collective of the Tselinograd Locomotive Depot, dispatching its electric locomotives to the Alma-Ata Railroad, waits impatiently for them to return home. This is also understandable--the need for them has increased with start up of the electrified Tselinograd-Yermentau section.

However, the workers of the adjacent Karaganda Division are delaying the electric locomotives together with their crews above the established time. For example, more than 210 locomotives were overdelayed on this division during 15 days of November.

The managers of the Tselinograd Depot, the division and the railroad have frequently brought the attention of their neighbors to the intolerability of this situation. In October, 13 orders for the immediate return of electric locomotives delayed at Karaganda were sent by the locomotive administrative board to the Alma-Ata Railroad. An order of deputy minister V. F. Sosnin was dispatched on this same problem on 4 Nov to the chief of the Alma-Ata Railroad Ye. Buranbayev. But there is no rush at the Alma-Ata Railroad to carry it out.

And there is a constant shortage of locomotive crews at Tselinograd Depot and operation of the junction and the Tselinograd-Anar Line is difficult. The section that has just been electrified and turned over for operation is only being used by 18-20 percent. Up to 46 electric locomotives with their crews are continuing to be delayed daily at Karaganda.

6521
CSO: 1823

NOVEMBER FIGURES FOR RAILROAD TRAFFIC

Moscow GUDOK in Russian 18 Dec 79 p 2

[Article: "Train Schedule: November Results"]

[Text] In November the best results with regard to carrying out the passenger-train schedule were achieved by the group of the Transbaykal' Railroad. Here, in dispatching these trains, the schedule has been adhered to at a level of 99.5 percent, while in regard to trains in transit it achieved a level of 99.7 percent. Trains ran almost according to schedule on the October, Baltic, Belorussian, Southeastern, Dnieper, and Central Asian Railroads.

Throughout the network as a whole 93.7 percent of the long-distance and local passenger trains ran on schedule and with a reduction of lateness.

In comparison with the corresponding period of last year, there was improvement in the running of passenger trains on schedule on the Northern Caucasus, Southwestern, Kyubyshev, and Alma-Ata Railroads.

The through traffic of passenger trains was unsatisfactority organized on the railroads of the Urals and Siberia. Here the schedule violations were caused, for the most part, by shortcomings in the maintenance of track, cars, and locomotives. The group of the Transcaucasian Railroad did not provide traffic safety for passenger trains.

The best results in organizing freight traffic were attained by the group of the Dnieper Railroad, where the through movement of trains on schedule was provided at a level of 95.6 percent.

More than 90 percent of the freight trains ran on schedule on the Belorussian Railroad, as well as on the Gor'kyy and Moldavian Railroads. There was an improvement in the adherance to the schedule in comparison with November of last year on the Moscow, Gor'kyy, Northern, Southeastern, Volga, and Kuybyshev Railroads.

Throughout the network as a whole, however, the freight-train schedule was adhered to by only 79.2 percent, which is somewhat lower than for the same period of last year.

The principal causes of reduction in freight-train traffic are the following: poor maintenance of locomotives and cars, the presence of warnings on speed limits not provided for by the schedule, non-reception by stations, and delays at junctions.

2384
CSO: 1823

TRANSPORTATION

IMPROVEMENT IN CONDITION OF RAILROAD TRACK

Moscow GUDOK in Russian 19 Dec 79 p 2

[Article: "Track Condition Improved"]

[Text] In November the weather conditions did not pamper the track-workers. A large amount of precipitation fell on many railroads in the European parts of the USSR; thinning out of the ballast layer and spillage began to occur.

The trackworkers applied some effort to work their way out of a difficult situation. A more precise organization of operations along with regular check-ups and inspections of the rails allowed the timely elimination of the defects which had appeared. The most substantial results were achieved on the Gor'kyy, Southern, Kuybyshev, and Far Eastern Railroads, where the number of kilometers maintained in an unsatisfactory condition was significantly reduced. The situation was improved on the Southwestern, Azerbaijanian, and Western Kazakhstan Railroads. As before, there were high labor indicators among the trackworkers of the Eastern Siberian, Belorussian, Transcaucasian, Northern, Far Eastern, and Sverdlovsk Railroads. The results which they achieved have allowed us to raise the traffic speeds over a considerable extent of track by eliminating the warning signals which used to be in operation. Throughout the system as a whole, such speed limits were abolished over an extent of 575 km. At present on the Belorussian, Baltic, Donets, Northern Caucasian, Azerbaijanian, Alma-Ata, Eastern Siberian, Transbaykal, and Far Eastern Railroads there are significantly fewer speed limits than provided for by the train traffic schedules.

Special praise is due to the trackworkers of the Transbaykal Railroad, who have completely guaranteed the adherence of passenger trains to the traffic schedules. In November not a single train was off schedule for reasons depending on track maintenance. In this sense the situation is also quite good on the Belorussian, Gor'kyy, Moldavian, October, and Baltic Railroads.

At the same time, however, there are groups which are not guaranteeing the proper controls over the track condition and which are not providing the timely elimination of the deficiencies which are appearing. For this reason alone a breakdown was permitted in November on the high-freight-density, single-track section of the Mezhdurechensk stretch of the Krssnoyarsk Railroad; there were derailments of rolling stock which caused a great deal of reduction in train traffic. There are also serious shortcomings in track maintenance in the Kemerovskaya and Tselinnaya Railroads, where in November there was again an increase in the number of unsatisfactory kilometers.

According to the results of operations in November, the three top places were occupied by the trackworkers of the Eastern Siberian, Belorussian, and Northern Railroads. The three bottom places were occupied by the groups of the Tselinnaya, Kemerovskaya, and Krasnoyarsk Railroads.

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CSO: 1823

TRANSPORTATION

DECEMBER PERFORMANCE OF RAILROADS

Moscow GUDOK in Russian 21 Dec 79 p 1

[Article: "Take a Good Running Start"]

[Text] This December was very intensive for the railroad workers in the volume of transport work. The average daily load was supposed to be increased by almost 9,000 rail cars compared to November and by 18,000 compared to December of last year. Practically all regions of the network had a sufficient stock of rail cars and locomotives at their disposal by the end of the month. And compared to a similar period of last year, the operational situation was somewhat better. The average annual volume of dispatch as a whole was increased.

However, the task is not presently being fulfilled in a number of decisive items. Very little time remains until the end of the year and a great deal of work must still be done--a good start must be given for the first month of the final year of the five-year plan. The main task remains interrupted delivery of coal to customers, especially from the Kuzbass and Ekibastuz. Delivery of tank cars in the established volume and dispatch of ore-metallurgical raw material also require serious attention. Supply of the machine-building enterprises, especially for automobile and agricultural machinery transport, should also be intensified. Organization of grain shipments, consumer goods and foodstuffs must be improved.

Solution of all these problems is impossible if all the reserves are not put into operation and if we do not learn to utilize the loading resources more efficiently. Unfortunately, organizing work does not yet provide this.

More than 40,000 rail cars above the norm have now been accumulated on the southern railroads and the transport task in this region is not being fulfulled. On the whole, the average daily debt of these railroads for exchange of rail cars at the junctions reaches 5,600. The situation on the North Caucasus, Azerbaijan, Transcaucasian, Southwestern and L'vov railroads has become especially severe. The transport task is not being fulfilled with a large surplus of stock on the central railroads as well, of which the Gor'ky Railroad has a debt of 2,300 rail cars and the Moscow Railroad has a debt of 900 rail cars.

The situation has improved somewhat on the whole on the eastern railroads, but many transient cars are being delayed as before in the regions of Tayshet, Mezhdurechensk, Petrovskiy Zavod and Arkhara.

Unloading is causing the most serious alarm. The task is being underfulfilled by an average of 9,000 rail cars per day throughout the system as a whole. The requirements on the dispatchers, on whose conscience are many losses, must be intensified but guilt can also not be taken away from the railroad workers, since the tasks on local freight transport are not being fulfilled on many railroads. Matters are especially poor on the Far Eastern, Sverdlovsk, Transcaucasian, Azerbaijan, Baltic and Volga railroads. Moreover, the weather is now good everywhere and this time should be utilized to the maximum for intensified work. By increasing shipments during the third 10 days of December, one must prepare to begin the first month of the new year in an organized manner. One must also not forget the lessons of last winter when the large transport debt which occurred during the last days of December aggravated the January difficulties related to the severe cold and snowstorms. And now the first month of the year will set the tone of all work until practically next December and maximum efforts must be applied now in order not to pay later for the present lack of organization.

6521
CSO: 1823

TRANSPORTATION

PASSENGER TRAIN DELAYS REPORTED

Moscow GUDOK in Russian 21 Dec 79 p 2

[Article by A. Drozdov, deputy engineer: "Regardless of the Schedule, There is Delay"]

[Text] An anxious knock was heard at the window. As was my custom, I immediately looked at my watch and was horrified--I had overslept! But my fears were useless, the person who summoned the locomotive brigades reported that I was to leave at 15:10.

I arrived at the office of the depot duty officer, but for some reason he was in no hurry to give us a routing--he obviously already knew the operational situation of the line. We sat for 1.5 hours with the engineer awaiting work. Finally, we went to take over the locomotive. We did not get on express train No. 3 because it had already been delayed by four hours. And this is from Novosibirsk! We waited for 2.5 hours at the control station before the arrival of express train No. 37 from Tomsk to Moscow.

We coupled to the cars, checked the brakes and began to move. But the first crossing beyond the route light signal had a yellow light, while the exit signal was red. The station duty officer also did not think about driving out the express train, he "dispatched" a pair of freight trains from the station. This is how we travelled with stops at the crossings before Tatarskaya Station. And just as many freight trains were "thrust" in front of us to the station line ahead with several tracks of the opposite line free. And before Omsk we were delayed an additional three or more hours!

Why do the traffic controllers not concern themselves about dispatch of passenger trains? We very frequently see when passing stations that additional tracks are free, but no freight trains are sidetracked. And what's more, the traffic controller somehow dares to replace the freight traffic brigade after eight hours of work, while no one replaces us even after 12 hours of work. Where is the concern about the working conditions of the electric locomotive engineers and about increasing the traffic safety of passenger trains.

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CSO: 1823

TRANSPORTATION

BRIEF SUMMARY OF RAILROAD TRANSPORT PROBLEMS FOR 1979

Moscow GUDOK in Russian 22 Dec 79 p 2

[Article by M. Karmanov, deputy chief of the Karasuk Division of the West Siberian Railroad: "Drudgery The Year Round"]

[Text] The massive shipments of agricultural goods during the harvest campaign dictate to transport their own tempo. The grain-harvesting season is intensive freight and operating work for most railroads. The main product year round for us is grain.

The tasks for August and September were much lower this year than in March, April and May and the grain shipping plan was five times higher for November than for August. In short, the "peak" of grain shipments can begin during the most "unexpected" month in our division. And this means that the collective and all equipment should be in constant readiness.

The "hottest points" this fall were two stations in Pavlodarskaya Oblast--Valikhanovo and Mynkul'. According to the plan coordinated with the grain procurement agencies, we were supposed to haul out 70,000 tons of grain from there during the harvest season. But we had to transport twice as much: the two large agricultural regions of Northern Kazakhstan turned over their grain to us because of difficulties at the stations of the Tselinnaya Railroad servicing them. There was no time to argue about "our" and "their" work. The mountains of grain near the station tracks grew rapidly while Autumn in our locales is short and perfidious--it can even snow in September and there is no point in talking about the rain.

The schedules of rail car preparation, transport and distribution of boxcars had to be rearranged on the run and additional diesel locomotives had to be allocated. The collectives of Mynkul' and Valikhanovo stations, the dispatchers of the division and the rail car workers of the preparation terminals at Karasuk, Kamen'-na-Obi, Slavgorod and Kupino coped honorably with these difficult tasks. The workers of the grain-shipping divisions know well how difficult it is to select rail cars suitable for gain from those arriving for adjustment. Our rail car workers repaired up to 80 percent of the delivered rolling stock during these months!

The grain elevators at Chistoozernaya and Kupino stations were also unable to handle all the grain of the abundant harvest. The grain had to be shipped in bundles temporarily. And shock work had to be organized here as well. Not a single kilogram of grain has now been left under the open sky, while Chistoozernaya and Kupino stations have doubled the plan for grain shipment in October and November.

Snow is now lying on the fields and all the grain at the stations of the grain-receiving enterprises is now under cover. The drudgery in the countryside is finished but we must still ship and ship this grain to the next harvest season. Moreover, the year is ending and it is time to total up the preliminary results. The annual plan was fulfilled by the end of September and the increased pledges to transport an additional 50,000 tons of grain were fulfilled by the middle of October. We now have more than 200,000 tons on our account above the plan.

It would seem that everything is fine but we feel it is too early to celebrate. Because the annual plan is only a general reference point and the situation has developed not quite favorably during some months and we have not always fulfilled the grain shipment tasks. For example, the lag was 2,000 tons in March and 3,000 tons in June. True, the tasks were exceeded as a whole during each quarter but when there is no rhythm in organization of shipments one cannot talk about success.

Things were especially difficult in November. The increased task was not supported with a supply of boxcars and as a result the debt increased by more than 80,000 tons during this one month alone. We had a shortfall of 1,500 or more railcars from our neighbors due to complex adjustment--with empty cars and with local freight. The question is frequently asked in these cases--and how are we utilizing the rolling stock ourselves and are all reserves operating? There are no special complaints against us here. We did not make thrifty use of our own stock and the November debt was even higher. Since the beginning of the year, the division has been supported with boxcars according to the plan only two months--February and May. We had an average shortfall of 40 rail cars daily during 11 months. And under these conditions we fulfilled the annual plan and socialist pledges ahead of schedule, while the increased task was also overfulfilled during 7 out of 11 months.

We frequently talk about reserves. The components here are small, but one thinks important--this is consolidation of the technical base and an increase of people's skills. We have done a lot during the past few years to see that the rail cars are prepared more rapidly and better for grain, that the stations have become more maneuverable and that diesel locomotive repair is of higher quality and to reduce to a minimum warnings about reduction of speed. And we should talk especially about being masters of our own trade.

The shift of the division duty officer of the railroad Ye. S. Starostin is working stably and reliably--it passes unit trains with grain and empty cars at a rate of 1,200-1,300 kilometers per day. It is pleasant to look at the schedules of train dispatchers Yu. N. Kulinich and D. F. Kuchmistov --there are more flags here than on any of their comrades which denote agreements concluded with the engineers for one trip. A. I. Karpenko and S. S. Gorbatyuk who make up the trains, form up the grain unit trains at high speed. A. M. Kikot', Mynkul' Station chief, and N. F. Dolgikh, Kupino Station chief skillfully organize the complex competition of their collectives with the grain procurement agents. Not a single rail car is rejected at the grain elevators if the complex brigades of V. N. Korobkin or V. K. Pakhomov prepared them. Receiver-checkers G. P. Gudova, L. I. Stuliy and L. I. Koryakina carry out grain loading only in a consolidated manner. In short, there are skilled masters and people who have long recognized what grain is.

We all know that grain is not easily acquired. It is difficult in the field and it is also difficult during transport. It is good that the rail car stock is now being supplemented with grain carriers. Grain transport is 100-percent mechanization of loading and unloading. Grain transport is minimum time for preparation prior to loading and this prevents losses during shipments. The fears of some specialists are useless that these rail cars will operate only during the harvest season and that they will stand on the sidings for the greater part of the time. Ours is a vast country and people are working both in the far north and in Siberia where grain is constantly shipped. And the drudgery does not end with the onset of winter on the railroad--we have it the year round.

6521
CSO: 1823

TRANSPORTATION

AEROFLOT PILOT TRAINING SCHOOL DESCRIBED

Moscow KRASNAYA ZVEZDA in Russian 23 Dec 79 p 4

/Reader's letter and response by correspondent V. Khrustov: "Where They Train Aeroflot Pilots"/

> /Text/ Like many of my comrades serving in the Air Forces, I truly have come to love aviation and after transfer to the reserve I would like to become a pilot in civil aviation. If possible, tell us about the Aktyubinsk school which is training pilots for this service. /Signed/ Sgt V. Kolotov.

One after the other they came up on the stage to receive their travel orders to the skies--diplomas for completion of the Aktyubinsk Advanced Civil Aviation Flight School.

Here it is--a new replenishment for the twice-decorated Aeroflot. It is also qualitatively new: for the first time in the entire history of the country's civil aviation, pilots with advanced engineering education, whose high skill enables them to immediately sit at the controls of a modern aircraft such as the jet Yak-40, have been trained. After additional training, 30 of the best, including 26 graduates who received honors diplomas, will be flying as Tu-134 copilots in half a year. Previously, you know, 8 to 10 years were required for a pilot to fly a jet aircraft, and he began, as a rule, with an An-2.

The path to the skies has become shorter, but it has not been made easier. Behind the graduates of the Aktyubinsk Advanced Flight School are 4 years of intensive study and the first solo flights.

Today the school has everything necessary at its disposal to train highly skilled flight personnel successfully. Its lecture halls, training and scientific laboratories, and simulator rooms have been provided with the most modern equipment. There are various mockups and test stands, many of which were made by the students, in the aircraft engine and airframe structures, electronics, and fuels and lubricants laboratories.

The aerodynamics laboratory has its own wind tunnel. There also are a hall for computer equipment and a language laboratory in the school (an Aeroflot pilot must know foreign languages; after all, the extent of our overseas routes is still increasing).

In short, graduates of the Aktyubinsk Advanced Flight School are receiving very well-grounded engineering knowledge, as in any technical VUZ.

The school also provides good flight training. The skills of piloting technique are developed on special simulators, which makes it possible to simulate various flying conditions on the ground, and they are consolidated in the air—first in the Yak-18T trainer, and then in the jet Yak-40. All graduating students receive a class rating.

Now a few words about those who left the school recently and have replenished the glorious Aeroflot family. Four years ago they were students, workers and kolkhoz farmers, and soldiers in the reserves. Incidentally, the latter are accorded special attention at the school: here they value the disciplined, tempered persons who have gone through the army school of courage.

The story of young communist Aleksandr Cherkasov, a reserve senior sergeant and former tank commander, is very typical in this regard. By the way, he now has another military rank—reserve lieutenant—and another military specialty—pilot. Cherkasov is from the Far East. He completed a tekhnikum, prepared An-2 instrumentation equipment for flight, and flew a Yak-12 in the Khabarovsk Flying Club. The destiny of his parents also has been linked with Aeroflot.

The continuity of generations is an old tradition among aviators, and it is sensed strongly at the school. Valeriy Utkin's father served in the Air Forces, and he is now a reserve officer. Well, he can be proud of his son: after completing the school with honors, Komsomol V. Utkin received an assignment to Riga, and soon he will be flying as copilot in a Tu-134.

Leninist scholarship student and candidate member of the CPSU Aleksandr Kalashnikov also was the pride of the school throughout all 4 years. He has been remembered here as a Komsomol activist; he succeeded not only in doing excellently in his studies, but in conducting scientific work as well—he headed a student scientific and technical society.

All aspects of life at the school cannot be described in a brief newspaper article, of course. By the way, the school will gladly answer any of your questions; they may be written at this address: Aktyubinsk-19, Avenue A. Moldagulovoy, AVLUGA /Aktyubinsk Advanced Civil Aviation Flight School/.

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CSO: 1823

AEROFLOT 1979 ACCOMPLISHMENTS, 1980 PLANS DISCUSSED

Moscow IZVESTIYA in Russian 26 Dec 79 p 4

/Report by V. Belikov on press conference held by A. Nazarov, first deputy minister of civil aviation: "Aeroflot: The Olympics Year"/

> /Text/ Following the tradition of many years, Aeroflot holds a press conference during the final days of the year for the journalists of central newspapers, radio and television. Such a meeting took place on 25 December with A. Nazarov, first deputy minister of civil aviation, who spoke about some results of the current year and told of aviators' plans for next year.

A week before the end of 1979, the civil air fleet has carried 100 million passengers. Another million air travelers will be added to this figure in the remaining days of December. Nearly 3 million tons of express freight and mail were carried by airplanes and helicopters in the fourth year of the five-year plan.

More than 70 of the country's aviation enterprises and about 2,000 Aeroflot crews and brigades are taking part in socialist competition to fulfill the plan for the 10th Five-Year Plan by the 110th anniversary of V. I. Lenin's birth.

The fleet of aircraft was brought up to date this year on 156 Aeroflot routes--modern fast Il-62, Tu-154 and Tu-134 jet aircraft have begun operating here. These types of airliner already are carrying 63 percent of the passengers in our country. They are the ones that are making four-fifths of all flights originating in Moscow.

The coming year will be marked by the appearance on regular routes of the 350-seat Il-86 airbus, with which Aeroflot crews are becoming familiar, and which is making test flights to the largest airports. Before long the short-range Yak-42 trunk route airliner, which is designed to seat 120, will join the Il-86 for operational tests. The 17-passenger

L-410 "flying microbus," made in Czechoslovakia, is serving local air routes effectively.

Air traffic at the busiest "intersections" of the airways are beginning to be more and more frequently controlled by the controllers' electronic assistants--automated traffic control systems. Such centers, provided with the latest equipment, have appeared in Mineral'nyye Vody and Rostov-na-Donu, and in Kiev and Sochi. They are making it possible to significantly improve flight regularity and safety.

Aeroflot renders various types of assistance to many sectors of the national economy. Here are some figures: over 1,000 agricultural aircraft took part in the cotton harvest this fall; 90 Mi-6 and Mi-8 turbojet helicopters are now supplying operations to lay the largest gas pipeline from Surgut to Polotsk; and about 70,000 emergency calls for sick persons were made by medical aircraft crews during the year.

More than half of the total flight time of crews attending to the orders of sectors of the national economy is spent in the regions of Siberia, the Far East and the Far North. The labor "biography" of the Il-76T jet freighter was begun in Tyumen'. The pilots' assistance to BAM /Baykal-Amur Main Railroad Line/ construction workers is invaluable. Fifteen workers of the East Siberian and Far East Administrations of Civil Aviation have been awarded medals "For construction of the Baykal-Amur Main Railroad Line."

Aeroflot began flights on 10 new international routes in 1979. Our airliners regularly stop at the airports of 84 states.

The main air carrier for the Olympics--the Soviet civil air fleet--is actively preparing for intensive operation in July and August next year, It has been estimated that on the eve of the opening of the 1980 Olympics it will be necessary to make about another 80 special flights every day in addition to those scheduled.

Within the next few days, the doors to the new Sheremet'yevo-2 international air terminal complex, with a restaurant for transit passengers, will be opened. Construction of the Olympics air terminal in Tallin is nearing completion, and renovation of the capital's largest air terminal at Vnukovo is continuing.

8936
CSO: 1823

TRANSPORTATION

DELAYS IN COAL TRANSPORT REPORTED

Moscow GUDOK in Russian 22 Dec 79 p 1

[Article: "Coal--The Tempo is Not Being Maintained"]

[Text] We recall that the railroad workers were supposed to load 2,000 more rail cars of coal in December than in November. The first two 10-day periods are behind and what is the result?--debts: more than 200,000 tons to the plan and 1,720,000 tons to the additional task.

The greatest lag is on the Donetsk Railroad. And this is mainly through the fault of the miners who are not presenting the proper amount of fuel to the shippers. During the past few days refusals of empty cars applied for and a reduction of the application themselves have become more frequent on their part. And they are also far from using the rolling stock thriftily.

But it would not be objective to explain the current failures of the Donetsk workers only by the counting errors of the miners. There are also many missed opportunities on the account of the railroad workers. There are enough gondolas on the railroad and they are even above the norm with local freight. But unloading has not been organized in the proper manner: 500 gondolas remain unreleased daily.

What can one advise the allied workers of the Donetsk Railroad under these conditions? Of course, they must strengthen the business contacts, organize more widely the complex competition and universally support each other on all sections of the fuel conveyor. The annual task should be fulfilled.

The related workers of the Kemerovo Railroad are now operating more stably. Since the beginning of the month, they have made up the plan by almost 400,000 tons. They have recently been loading at the level of the task somewhere, although the debt is still not eliminated: it comprises approximately 200,000 tons. But the Kemerovo workers do have reserves and they cannot complain about the shortage of gondolas. Unloading must be intensified. And primarily they must accelerate transport of local freight. This is the main obstacle--surplus transits: more than 3,500 rail cars. The managers of the Krasnoyarsk Railroad, which is significantly delaying the traffic flow at Mezhdurechensk Junction, should help the Kemerovo workers to free themselves of these cars. Requirements on the metallurgists, who systematically overdelay scarce rolling stock for loading operations, must also be increased.

They are also coping with the plan and even exceeding it on the Tselinnaya Railroad. But still the debt to the task exceeds 260,000 tons. The collective of this railroad has every opportunity to intensify transport of Ekibastuz coal during the remaining days of December and to emerge with loading of it to the mark of the additional task. There are both sufficient empty cars and gondolas with local freight here.

The allied workers of such railroads as the Northern, East Siberian, Krasnoyarsk and Alma-Ata are fully capable of accelerating the fuel converyor. The lag behind the plan and the task is low here and it can be eliminated during the next few days.

The importance of conforming to regulating discipline should be noted. Especially now, when the fate of the annual plans and pledges is being decided. Unfortunately, one cannot at present find a model of it. And no one is arranging it the way that the Donetsk Railroad is: it has had a shortfall of more than 500 empty cars daily since the beginning of December. The guilty parties are the same ones: the Moldavian, Odessa, Southwestern, L'vov, Azerbaijan and Transcaucasian Railroads. They are supporting the Tselinnaya and Kemerovo railroads with interruptions. The main traffic board must adopt measures to strengthen regulating discipline.

In short, the work tempos on the coal conveyor must be increased sharply during the remaining days of December. The toilers of the steel mainlines may and should create reliable coal reserves at the plants and electric power stations in cooperation with the miners.

6521
CSO: 1823

TRANSPORTATION

VARIOUS USES OF COMPUTERS IN TRANSPORTATION DESCRIBED

Maritime Accounting

Moscow VODNYY TRANSPORT in Russian 1 Dec 79 p 2

[Article by I. Dolgosheya, chief bookkeeper of the Il'ichevsk Maritime Trade Port: "With the Help of Computers"]

[Text] Scientific and technical progress in the area of the organization and management of production is making greater demands on the level of accounting. In fulfilling its assigned program, accounting in the Ilichevskiy sea port has been centralized and completely mechanized. The primary documents are processed on the "Minsk-32" computer, which provides the balance and other data for control and accountability.

Use of the computer has raised the accuracy and efficiency of the accounting data, created good conditions for their utilization in economic management, reduced accounting expenses and has freed accounting specialists from technical work. This has allowed them to devote more time to control and economic analysis, which has resulted in an overall savings for the port of 50,000 rubles.

Computers Calculate Timetables

Moscow GUDOK in Russian 5 Dec 79 p 2

[Text] Computers are being successfully utilized by the workers of the computer technology department in cooperation with the main administrations of the Ministry of Railroads and with the railways for calculating railroad traffic timetables. For example, the timetables calculated by computer for the single-track sections of the Oktyabr'skaya and the Severo-Kavkazskaya railroads have made it possible to raise the traffic capacity by 3 to 5 percent and to increase traffic speed for freight trains by approximately 5 to 10 percent. Railroad traffic timetables for the double-track sections of the Mineral'nyye Vody-L'vov line have also been calculated by computer.

Insufficient Computer Supplies

Moscow GUDOK in Russian 2 Dec 79 p 2

[Article by G. Mar'yenko and N. Sidorenko]

[Text] "Millions," that is the value of the fixed capital of the computer equipment which is becoming ever more common on the railroads, particularly on our Donetskaya line. The price of the paper, ink, tapes, and so on is measured in "rubles." They are essential for the teletypes and other printing devices which are called, in the language of the specialists, peripheral computer equipment.

A computer works quickly, with a speed of tens and hundreds of thousands of operations per second. And then it waits for hours and whole days until it is given something to print on. What a smart and patient machine! And those who are supposed to supply it with paper, tapes and so on sit at their telephones "knocking themselves out."

Judge for yourself. Ten years ago there was only one single printing device on the railroad which was linked to computer. Then the limit of printing ribbon for it was fixed at 500 meters. Now we have six such devices. The ribbon limit is the same 500 meters. The situation is the same with paper.

The suppliers throw up their hands; there are no resources or funds. But consider that automation of the operations of the commercial accounting offices using computer equipment has significantly reduced the use of paper among these primary paper consumers (half of the paper fund goes to the RTK allotment). And if the computer produces such a result then it should be possible to supply its normal operations with the materials it has saved.

But that is not the case. Today we are allotted a total of 3 tons of paper, while the paper accounts require nearly double that weight. Where can it be acquired? "That has been decentralized." From where? "Show some ingenuity!"

The computer inventory is growing. We are working on creating automatic control systems for the classification yard in Debal'tsevo, Krasnyy Liman, Ilovaysk, and so on. But there are hardly enough of the "scarce trifles" [as GUDOK termed teletype paper, perforated tape, ribbons for typewriters, and so on in its issue of 21 Oct) for the Yasinovataya line where such a system is already in operation.

It is probably worth reducing expenditures on computer equipment and then using the resources saved to provide normal supplies to the computers already operating. What is the point of expensive equipment if it is doomed to stand idle because of a scarcity of materials?

Computer Controls Traffic Lights

Moscow TRUD in Russian 1 Dec 79 p 2

[Article by V. Ivanov]

[Text] The automatic control system for highway traffic "Gorod" has been put into operation on the central streets of Alma-Ata.

It includes a computer, which is capable of independently analyzing the situation on the transport arteries, program equipment, electronic monitors and television equipment. Depending on the intensity of the vehicle traffic, "Gorod" automatically alters the speed at which the traffic lights function. This has reduced the number and length of stops which vehicles make at traffic lights.

As the specialists have established, the "Gorod" system has increased the average speed of vehicle by 25 to 30 percent.

11,220
CSO: 1823

BRIEFS

DIESEL PRODUCTION--The collectives of Promstroy Trust [expansion unknown] (general contractor) and Trust No. 7 (subcontractor) at the Penza Diesel Plant have completed construction of a shop for production of diesels with total rating of 45,000 horsepower and collectives of the Kommunarskstroy Trust [expansion unknown] and the Donbassmetallurgmontazh Trust [Donbass Trust for Installation of Metallurgical Equipment] have completed a complex for production of 1,400 mineral carrier rail cars annually at the Stakhanov Rail Car Building Plant. [Text] [Moscow STROITEL'NAYA GAZETA in Russian 12 Sep 79 p 1] 6521

FREIGHT SHIPPING--Volgograd, 7 Dec 79--An unusual train was dispatched from the tracks of the tractor plant. A total of 60 DT-75 caterpillar tractor instead of 40 according to the presently existing norms was installed on 10 of its flatcars. Every third flatcar was freed due to the consolidated method of loading. Loading consolidation operations are being carried out at Volgograd by a group of innovators--railroad and plant workers under the supervision of the deputy chief of the local railroad division S. Babakhanyan. The innovators proposed that wood wedging spacers could be done away with by arranging the tractors at an angle to the flatcar axis--in a "Christmas tree pattern." As a result, the carpenter's shop for preparation of wedges was no longer necessary at the plant and the saving of wood comprised 1,600 cubic meters annually. And the innovators have now successfully introduced the new scheme. The tractors are now arranged in two rows along the flatcar axis. True, insertion attachment fittings were newly required for this. But they are metal, can be used many times and are incidentally made of metal wastes. "The Ministry of Railways has approved the new method of loading tractors and has authorized its used at the Volgograd Tractor Plant," says S. Babakhanyan. "It will result in a saving of 250,000 rubles annually here alone." [Text] [Moscow PRAVDA in Russian 8 Dec 79 p 1] 6521

RAILWAY BRIDGE CONSTRUCTION--The State Committee has accepted with a mark of "excellent" the last railway bridge on the Tynda-Berkakit Line. It was constructed near the terminal station of Malyy BAM [Baykal-Amur Mainline Railroad]. The steel route will soon go into permanent operation and the first heavy trains will pass over it. A total of 174 bridges over tens of large and small rivers has been constructed on the Tynda-Berkakit Line, whose length is 220 kilometers. Sometimes there are 3-4 bridge crossings per kilometer. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 4 Dec 79 p 1] 6521

RAILWAY TRANSPORT--Nakhodka--The Neryungri-BAM-Vostochnyy Port Transport conveyor has begun operation. Yesterday the first consignment of coal produced in the mines of Southern Yakutiya was delivered by rail to the Gulf of Wrangel. Eight thousand tons of solid fuel was delivered to the storage areas of the large coal-handling complex. [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 15 Nov 79 p 1] 6521

FREIGHT SHIPMENT--Kishinev--The experience of the enterprises of the Moscow Railroad helped the railroad workers of Moldavia to increase freight shipments without recruitment of additional locomotives. Many engineers of the Moldavian Railroad now drive trains of increased weight and length. Almost three million tons of freight above the plan has been delivered by these trains since the beginning of the year. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 13 Nov 79 p 1] 6521

HIGH-SPEED EXPRESS--The ER-200 high-speed express began scheduled passenger runs between the city on the Neva River and Moscow. It reaches a speed of 200 kilometers per hour on some sections of the route. The next step of testing the train coincided with reconstruction of the October Railroad. The beginning of the ER-200 traffic was developing a model of high-speed passenger service in our country. [Text] [Moscow KRASNAYA ZVEZDA in Russian 26 Dec 79 p 3] 6521

ELECTRIC POWER--Workers of the Transenergomontazh Trust of Mintransstroy [Ministry of Transport Construction] turned over for permanent operation an electric power transmission line of 35 kilovolts, thus providing delivery of electric power from the Zeyskaya Gas GES to Yakutiya. Supply of energy to objects of the Tynda Railroad section-Nagornyy Tunnel has been organized by the new line to Berkakit. Installers of power engineering train No. 764 supervised by chief engineer V. N. Sadovskiy carried out the operations on the LEP [Overhead electric power transmission line]. Yuriy Khvostov's brigade especially distinguished itself in the installation. [Text] [Moscow GUDOK in Russian 7 Dec 79 p 2] 6521

MICROCONTROL COMPUTER--Riga--The microcontrol computer developed by Latvian scientists has begun to perform a number of functions of the electric locomotive engineer. The electronic machine, designed for the latest model of Riga Rail Car Builders--the ER-200 electric locomotive--will help in more economic use of electric power from the supply system and will increase traffic safety. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 28 Sep 79 p 1] 6521

MOBILE POWER GENERATION--A diesel locomotive rolled out a flatcar with the hundredth mobile electric power station AS-500 BAM from the gates of the head plant of the Leningrad Association Zvezda. The flatcar was coupled to one of many trains being dispatched from Leningrad to the east and the station began its journey to the builders of the Baykal-Amur Mainline Railroad. The station is completely automated. One has only to connect a hose with fuel to it, lay the cable, start the diesel and the station

begins to produce current. It does not require permanent maintenance personnel for operation. Automatic devices control all units. The AS-500 BAM is cold-resistant, it can operate at -60° and a temperature of 15-20° will be maintained automatically inside the station. And, which is especially important under conditions of remote construction sites--the station capable of providing electric power to a large village can be moved not only on a railroad flatcar, but also on its own runners. They operate it reliably. It is no accident that these products have been awarded the State Badge of Quality. [Text] [Moscow TRUD in Russian 30 Nov 79 p 2]
6521

END

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8 February 1980

USSR Report

TRADE AND SERVICES

No. 1226

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BRIEFS

CEMA-IIB PROTOCOL SIGNED--A protocol was signed in Moscow dealing with the character and forms of cooperation between CEMA and the International Investment Bank [IIB]. CEMA Secretary N. Fadeyev and IIB Board Chairman A. Belichenko signed the protocol. Fulfillment of the provisions stipulated in the protocol dealing with the character and forms of cooperation between CEMA and the IIB will insure the subsequent improvement of cooperation and the coordination of activity between CEMA and the IIB on questions of mutual interest, and primarily on those connected with the implementation of the Over-all Program for socialist economic integration, as well as long-range special-purpose programs for cooperation. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 1, Jan 79 p 21]

EEC TARIFF SCORED--In a conversation with the leaders of the All-Union "Tekhsnabeksport: [Technical Supply Exports] Association, a correspondent from EKONOMICHESKAYA GAZETA was told the following: On 31 October 1979 the Commission for European Associations (Executive Body of the Common Market) introduced an anti-dumping duty on imports into EEC member countries from several countries, including lithium hydroxide from the USSR, citing the fact that this item is purportedly sold at dumping prices. Regarding Soviet exports, such a measure must provoke astonishment, since the All-Union "Tekhsnabeksport" association exports the aforementioned item, just like all other goods, according to world prices, and thus it is not thrust upon anyone. Currently lithium hydroxide is exported at the world market price, which is higher than the minimum price fixed by the "Common Market." A similar practice of introducing anti-dumping duties in relation to Soviet goods is completely unjustified and unfounded. [Text] [Moscow EKONOMICHESKAYA GAZETA in Russian No 48, 1979 p 22]

CEMA-IRANIAN GAS, PETROLEUM TRADE--The Iranian petroleum industry minister, Ali Akbar Moinfar, stated that in the talks with the representatives of the Soviet Union on the subject of gas deliveries, a new proposal was presented on the question of prices, marking their fivefold increase. Previously, i.e. before the revolution, Iran exported 950 million cubic feet of gas to the USSR every day at the price of $.76 per 1,000 cubic feet; at present, it is demanding $3.50 for such a quantity. Gas shipments were temporarily suspended during the coup d'etat and then resumed, but on a lower level. The exact volume of the present exports is not known. It is known that the supply of gas is contingent to a certain degree on the level of crude oil extraction. It is worthwhile to recall that the events in Iran impacted unfavorably on the deliveries from that country to certain European CEMA states. The new authorities are not interested in barter understandings, within the framework of which, for example, the GDR counted on the Iranian raw material in exchange for the deliveries of railway cars. [Text] [Warsaw RYNKI ZAGRANICZNE in Polish No 6, 14 Jan 80 p 1]

SOCIAL INSURANCE BUDGET FOR 1980

Moscow NOVOSTI DAILY REVIEW in English 23 Jan 80 p 1

[Text] The USSR's State Social Insurance Budget for 1980 has been endorsed. It amounts to 34,473,212,000 roubles or 2,100 million roubles more than last year. These funds are earmarked for the payment of pensions, numerous allowances, for organizing holidays of the working people, medical aid and health building for children.

The social insurance system for the working people of the Soviet Union radically differs from that in capitalist countries. Its fundamental principles were worked out by Lenin several years before the October Revolution and applied in practice as early as in the first years of Soviet government.

In the Soviet Union, factory and office workers make absolutely no contributions for social insurance. It is financed from social consumption funds. The principal source of the social insurance budget, which is entirely controlled by the trade unions, are contributions from state enterprises and organizations. A substantial share comes from subsidies from the state budget, which are increasing from year to year.

The major principle of social insurance in capitalist countries is compulsory deductions from the wages of workers; these payments are very big and constantly increasing.

A specific feature of the social insurance budget in the Soviet Union is the constant increase in expenditures for organizing holidays for the working people and their children. This year 1,373,700,000 roubles are earmarked for these purposes, or 46 million roubles more than in 1979. Some 12.6 million people will be able to vacation in holiday homes and 2,400,000 in sanatoria free of charge or at reduced rates.

One of the most important aspects of state social insurance is pensions. This year 32,900 million roubles are earmarked for these purposes from the state budget and other sources, or three per cent more than last year.

Temporary or permanent disability allowances have been substantially expanded in recent years in the USSR. This applies, for instance, to people disabled by disease, pregnant women, and those looking after sick people. Pensions have been increased to disabled and World War II veterans.

In the Tenth Five-Year Plan Period (1976-1980), payments and allowances for the population from social consumption funds will increase by 28-30 per cent as compared with the preceding five years. The state social insurance is conclusive evidence of the solicitude of the Soviet state for everyone throughout his entire life.

(TASS, January 22. In full.)

CSO: 1812

CERTIFICATION OF SCIENTIFIC-PEDAGOGICAL PERSONNEL DISCUSSED

Conference in Georgia

Tbilisi ZARYA VOSTOKA in Russian 16 Dec 79 p 3

/Article from GruzINFORM Wire Service: "Personnel for Soviet Science"/

/Text/ Urgent questions in improving the certification of scientific and scientific-pedagogical personnel were discussed at a conference held in the Georgian SSR Academy of Sciences. The rectors and directors of higher educational institutions and scientific research institutes, directors of the specialized councils for the awarding of academic degrees of doctor and candidate of sciences, eminent scholars and representatives of ministries and departments and of Party and Soviet organs took part in its work.

The conference was opened by Ye. Kharadze, president of the republic's Academy of Sciences and corresponding member of the USSR Academy of Sciences. He noted that it is possible to accomplish successfully the immense tasks of economic and social development of the republic during the 10th and subsequent five-year plans only on the basis of the skillful and organic combination of the advantages of the socialist system of economic operation and the latest achievements of the modern scientific-technical revolution.

Professor I. Nasonov, member of the board of the USSR Higher Certification Commission and chief of the certification division for professions in the general technical sciences, gave a report.

The following took part in the discussion of the report: A. Zurabashvili, academician of the Georgian SSR Academy of Sciences and director of the Scientific Research Institute of Psychiatry; E. Andronikashvili, academician of the republic's Academy of Sciences and director of the Institute of Physics; A. Dzidziguri, academician of Georgia's Academy of Sciences and rector of the Georgian Polytechnical Institute imeni V. I. Lenin; A. Apakidze, corresponding member of Georgia's Academy of Sciences and chief of a division of the Institute of History, Archaeology and Ethnography imeni I. A. Dzhavakhishvili; Professor K. Virsaladze, rector of the Tbilisi Medical Institute; M. Yankoshvili, professor of the Tbilisi State University; V.

Tsotskhadze, professor of the Georgian Polytechnical Institute imeni V. I. Lenin; and E. Sekhniyashvili, head of the division of science and educational institutions of the Central Committee of the CP of Georgia.

The scope of training scientific personnel with higher qualifications has increased during the past three decades to more than 10 times what it had been. This speaks of a growth in science and of great potentials for raising the technical level of production. At the same time, new and higher demands are being made upon the training of scientific personnel today. They must be in line in terms of their skills with the level of the present-day tasks in the scientific-technical revolution.

The decree of the CPSU Central Committee and USSR Council of Ministers, "On Measures for the Further Improvement of the Certification of Scientific and Scientific-Pedagogical Personnel," has become the foundation of this work of importance to the state.

The reporting speaker and those who gave addresses spoke of the great work which is being carried out in the country and in the Georgian SSR on putting into effect the tasks resulting from this important document.

The tasks of the next stage of Communist construction and an analysis of the experience that has been gathered have forced one to look anew at the practice of certification of those by whose labor science is created. The decree of the CPSU Central Committee and USSR Council of Ministers has raised to a new, modern-day level the requirements made of competitors for academic degrees and titles. It has forced changes in some traditions which have taken shape over a period of years and has defined the development of the system of certification in long-range terms.

The reorganization of the USSR Higher Certification Commission has had an effect on raising the quality of dissertations. During the nine months of this year, the academic degree of doctor of sciences has been awarded to 1,200 competitors for it in the country, while that of candidate of sciences has been awarded to 16,500. This is as many as there were for the analogous period last year and approximately a third less than the number of successfully defended dissertations on the eve of the reorganization of the Higher Certification Commission. A reduction in the number of defenses of dissertations did not take place in those scientific research institutes and higher educational institutions where the quality of scientific research and the level of training of scientific personnel are in line with the demands of modern-day science. The Georgian Polytechnical Institute imeni V. I. Lenin and the Tbilisi State University are, for instance, included among these scientific centers.

Some scholars think that overstated demands are being made upon dissertations, particularly doctoral dissertations, and upon the competitors. On these grounds it has been proposed that the requirements for doctoral dissertations be lowered. Such a statement of the question is, at the root, incorrect. For it is not possible to solve the problem of replenishing the staff of scientific and scientific-pedagogical personnel according to the principle of "the greater the number, the cheaper the price." Such a solution will not be of any benefit to Soviet science.

There is only one way to satisfy the demand for scientific personnel with higher qualifications—namely, single-minded work and the rendering of all and every sort of assistance to competitors in raising their general scientific and theoretical training and in performing dissertation research and the selection of subject matter for dissertation work, proceeding on the basis of the demands of the republic's economic system and of cultural construction in the republic, so that this research might be of benefit to the national economy and spiritual life of Georgia.

It would be totally incorrect to think that the task of raising the quality of dissertations is already accomplished. Even now work at times comes in that has been performed at a low level, work not possessing any practical significance, with weak substantiation of the theses being proposed and bearing a descriptive, superficial nature. If the dissertation that has been presented does not satisfy the requirements, one must have the courage to admit this and not allow the profanation of time-serving and the bureaucratic drive for documents under existing rules. A pursuit of mere formalities and red tape in the form of insipid comments by the critics, key organizations and specialized councils lead to an increase in the periods of time required for scrutiny of certification cases in the Higher Certification Commission.

The activity of some specialized councils, which frequently fail to display the proper sense of principle, still leaves much to be desired.

In speaking of the upbringing of future scholars, the participants in the conference stressed that we must also raise the requirements upon oneself and upon those who are called upon to develop Soviet science and to train personnel for it. A man with an academic degree and with an academic title must be, to begin with, a man of deep Party sensitivity, a patriot for his Homeland, an internationalist, an honorable worker and a citizen of high moral principles. Our doctors and candidates of sciences, professors, docents and senior scientific associates combine profound knowledge in their special field of science with broad erudition and high civic qualities. But, unfortunately, this is not the case with all. Sometimes in a collective where a competitor performs scientific work, they handle the evaluation of his civic qualities and personal contribution to science in a formalistic and superficial manner. And then it turns out that the academic degree and title have been awarded without justification. Party and public organizations at scientific institutions and the Party groups in the specialized councils must put in their word here. The administrators of higher educational institutions and scientific institutions and their councils must raise the requirements both for the evaluation of the scientific-pedagogical work of associates who are being presented for academic titles, as well as for their participation in public life, upbringing work, propagandizing the achievements of sciences and Marxist-Leninist theory.

Certification is organically linked to the training of personnel; hence, questions connected with work in graduate studies, with conditions for the activity of competitors, with the planning of subject matter for research, etc., were raised at the conference. The subjects found in much graduate work fail to cover the trends in the corresponding sector of science where the demand for personnel with higher qualifications is exceptionally great. The potential for its practical approval and incorporation is not always evaluated. As experience has shown, a number of subjects orient the graduate student beforehand toward descriptive and, perhaps, useful work, but not at all adequate for the awarding of an academic degree.

Questions of personnel policy were and remain at the center of attention of the Communist Party. Hence, the training and certification of scientific and scientific-pedagogical personnel must occupy a key position in the activity of scientific institutions, higher educational institutions and their Party organizations, to which they are also being aimed by the decisions of the 17th Plenum of the Central Committee of the CP of Georgia, which was devoted to the tasks of the republic's Party organization in improving the training, placement and upbringing of personnel in light of the prospects for the further economic and social development of the Georgian SSR.

It is difficult to overestimate the role of the republic's scholars in the work of training and certifying scientific and scientific-pedagogical personnel. The qualifications of the councils of many institutes and higher educational institutions is such here that the level of the requirements made of competitors and the quality of expertise is, in essence, an example for many councils for similar scientific professions across the country. And this imposes a high responsibility on them.

Conference in Azerbaijan

Baku BAKINSKIY RABOCHIY in Russian 16 Dec 79 p 4

/Article from the Azerinform Wire Service: "Improve the Certification of Scientific Personnel"/

/Text/ A conference devoted to the tasks of the scientific organizations of Azerbaijan in the work of training and certifying scientific personnel in light of the November (1979) Plenum of the CPSU Central Committee and of the decree of the CPSU Central Committee and USSR Council of Ministers of 18 October 1974, "On Measures for the Further Improvement of Certification of Scientific and Scientific-Pedagogical Personnel," was held December 14th in Baku. The directors of scientific institutions, higher educational institutions and their specialized councils and representatives of the scientific-pedagogical community took part in it. The conference was opened by G. B. Abdullayev, president of the Azerbaijan SSR Academy of Sciences. Professor I. D. Nasonov, division chief of the USSR Higher Certification Commission, delivered the report.

"Science does not tolerate subjectivism and premature conclusions that are not verified by practice. Only objective data, reinforced by precise experimentation, by production experience and by practice itself, are to be at its basis." These words by Comrade L. I. Brezhnev, spoken at the March (1965) Plenum of the CPSU Central Committee, must become the basic criterion in evaluating the quality of a scientific dissertation. The Soviet state system of training and certifying scientific and scientific-pedagogical personnel has proven its vitality and strength. In recent years, the reporting speaker noted, the quality of dissertations approved by the USSR Higher Certification Commission, as well as their scientific and practical significance, have substantially increased. Great positive experience in the work of training and certifying scientific personnel has been gathered by many key higher educational institutions, academic institutes and scientific-production associations of the country, including the following: the Azerbaijan Institute of Petroleum and Chemistry imeni M. Azizbekov, the Institute of Physics of the republic's Academy of Sciences and the Azerbaijan State University imeni S. M. Kirov. However, still not all of the specialized councils of the republic's scientific institutions display the proper objectivity and sense of principle when evaluating dissertations. It is difficult to measure the damage inflicted on science by the display of an attitude of mere formality in the work of training and certifying scientific personnel. Even closer collaboration between higher educational institutions and scientific research institutes, on the one hand, and production, on the other, is necessary. Their ties must be developed not only along the line of coordinating the subject matter of research work, but also on the level of practical incorporation of the results of scientific dissertations into the national economy.

Conference in Armenia

Yerevan KOMMUNIST in Russian 28 Dec 79 p 4

[Article from the Armenpress Wire Service: "Certification of Scientific and Scientific-Pedagogical Personnel"]

[Text] A regional conference dedicated to the tasks that were discussed at the All-Union Conference on the Certification of Scientific and Scientific-Pedagogical Personnel and to the decree of the Plenum of the Higher Certification Commission attached to the USSR Council of Ministers, on questions of making the most of the use of the network of specialized councils for the defense of candidate's and doctoral dissertations, was held in Yerevan.

I. Nasonov, member of the board of the Higher Certification Commission attached to the USSR Council of Ministers, delivered a report.

The following took part in the debates: S. Matsoyan, director of the Institute of Organic Chemistry of the Armenian SSR Academy of Sciences; G. Saakyan, department head at the Yerevan State University; G. Areshyan, pro-rector of the Yerevan Polytechnical Institute imeni K. Marx; A. Aslanyan, director of the Institute of Geological Sciences of the Armenian SSR Academy of Sciences; V. Voskanyan, chief of the division of the history of Armenian settlements of the Institute of History of the Armenian SSR Academy of Sciences; and G. Petrosyan, director of the Scientific Research Institute of Soil Science and Agrochemistry of the republic's Ministry of Agriculture.

Ya. Khachikyan, head of the division of science and educational institutions of the Central Committee of the CP of Armenia, spoke at the conference.

Having noted the positive work of the specialized councils of higher educational institutions and scientific research institutes on further increasing the republic's scientific potential, the reporting speaker and those giving addresses pointed to the need for a substantial improvement in certification and, to begin with, of the activity of the councils in which dissertations are defended and the questions of conferring academic titles are examined. Particular attention was paid to matters of incorporating the recommendations contained in dissertation works into the national economy.

The directors of ministries and departments, of the specialized councils for the defense of dissertations, as well as of the scientific institutions and higher educational institutions of the republic took part in the conference.

8663
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REASONS FOR LABOR TURNOVER IN MINSK INDUSTRY

Minsk PROMYSHLENNOST' BELORUSII in Russian No 10, Oct 79 pp 62-65

/Article by L. Kirey, senior economist, Belorussian Branch, Scientific Research Institute of Labor: "Solely by Their Own Wish?"/

/Text/ If you look at the statements of the workers who are released, you will soon see that they usually consist of five words: "I am requesting a release by my own wish." However, if you ask the worker you often find that he is not leaving the enterprise "by his own wish" at all. As the saying is, he is leaving although no one is firing him. But many reasons, difficulties, circumstances and problems causing the labor turnover lie behind the standard entry on the form with the request for release.

What are they? What causes instability, and how can it be curtailed?

It is expedient to emphasize the instability caused by voluntary releases, which is what is taking place in Minsk (Releases on the administration's initiative are negligible, and their proportion is constantly decreasing). It is logical to mention here the concept of the "social norm," which is the level of man's material and spiritual needs. Its structure is as rich as man's needs are varied. The concept of the social norm enables one to understand the nature and causes of instability correctly and to find an answer to the question why some workers leave a job who are making 180 rubles a month and look for better-paid work while others go on working for 100 rubles, or why some work for a long time under difficult conditions while others quit for this reason, etc. The individual's effort to attain his social norm, that is to meet his living requirement, is basic to instability.

The studies made in the light industry and machine building enterprises of Minsk make it possible to analyze the causes of instability in the city's industry as a whole, since these sectors are the most representative and express the average value of the instability coefficient.

Dissatisfaction with pay is the main reason for leaving. This reason was given by 20.81 percent of those released in machine building and nearly 23 percent in light industry. This reason is diminishing in importance because people are now more and more interested in the labor process, its nature and conditions, and production organization than they are in the salary for itself. This is borne out by the facts. Considerably more workers quit who were earning over 100 rubles a month in Minsk industry than those who were earning less (89 and 11 percent respectively in machine building). Those with salaries of 150-199 rubles (34 percent in machine building) and of 120-149 rubles (34.2 percent in light industry) were in the highest proportion of those released.

One fifth of all the submitted applications for release are because of dissatisfaction with pay. But there are many cases where the worker performs the same work in the same volume on his new job. Why is this? Because there were many deficiencies in the previous enterprise, both in paying bonuses and in setting the work norms. If the bonus system had been better and the norms more continuous the worker would have earned more and would not have had to quit and look for another job.

We think the problem of reducing the labor turnover caused by dissatisfaction with pay can be solved most effectively on the sector level. The main objectives of this effort may be first, to eliminate the differences in pay of workers having the same qualifications and working conditions, and second, to level the wage rates of the most unstable workers in the mass occupations, namely the fitters, loaders, turners, mechanics, milling machine operators and drivers. Of course the enterprise itself must make a sustained effort to reduce the turnover caused by dissatisfaction with pay. This means primarily to improve the policies on payment of bonuses, including the "13th salary," and to set up a system of advantages and incentives for practitioners of particularly scarce specialties.

Experience shows that instability is considerably reduced by advanced experience in organization of labor and production. The number of releases has been cut down significantly in the enterprises that followed the example of the Shchekino Combine, the Moscow Dynamo Plant and the VAZ /Volkhov Aluminum Plant/. Therefore application of this experience in the Minsk enterprises would help to curtail their labor turnover not only through improvement in planning and in setting the labor and remuneration norms but also through the solution of a number of organizational-industrial and social-psychological problems.

Leaving the city is the second most common reason for releases. One-fifth of the workers leaving machine building enterprises and one-seventh of those leaving light industry ones give this reason for quitting. The results of the studies show a particularly intensive migration in the 20-29 age group, with a predominance of men. Many of them have served their time in the army and are looking for the best choice of living and working conditions.

Third most common is the series of reasons for quitting that come under the heading of dissatisfaction with housing and living conditions (18.08 percent in machine building and 11.88 percent in light industry). The housing problem is most urgent for men of 20-29 because it is at that age that they are creating families and consequently need homes, children's institutions etc.

Lack or shortage of housing as a reason for quitting is most pronounced in the machine building enterprises (7.79 percent), which employ many men, and housing is one of a man's chief obligations. In light industry, which employs more women, there are fewer releases because of lack of housing.

The housing problem is still unsolved in the city, although considerable resources have been allocated to construction and many dwellings are being built. And there is great need of them. Therefore it is evident that some steps should be taken. We feel the assignment of dwellings should be better organized: In setting priorities and assigning apartments certain preferences (in priority) should be given to workers with two or more children and living in partial living space. This also applies to construction of cooperative housing. The experience of the enterprises of Rubtsovsk city in aiding workers who are building cooperative housing is relevant here. As we know, the first payment in a cooperative amounts to 40 percent (averaging 2,000-3,500 rubles) of the total cost of the apartment. Not everyone can pay in that much money all at once. In Rubtsovsk they found the solution. The enterprise pays the cooperative 40-50 percent of this sum upon the worker's guarantee that he will work in the respective enterprise for 5 years (But if he quits he has to pay off the loan). The experiment had a favorable effect upon the housing problem, and it seems worthy of the attention of the Minsk bureaucrats.

Remoteness of the place of residence from the place of work is another reason for quitting (This reason comes fourth in the machine building enterprises and fifth in light industry). Naturally fatigue from long trips on urban transportation with several transfers tells upon a person's condition and capacity for work, and much time is lost. Women complain especially about a long distance between home and work. Many who travel with difficulty to their enterprise and back day after day finally start looking for a job nearer home.

The managers of the motor enterprises explain the irregular transportation traffic by a manpower shortage. Meanwhile great congestion of motor vehicles is to be seen at the terminals, vehicles are almost entirely lacking on various routes at peak hours, etc. No, the difficulty here is not just a shortage of drivers. There is also an inadequate rationalization of the trips.

How can solution of the transportation problem be expedited? In the first place, it is advisable to further shift the times of starting and ending the working day in enterprises and organizations in order to reduce the peak loads. In the second place, it is expedient to analyze the routing system of transportation traffic (the analysis can be based on the results of a survey questionnaire) and rationalize the traffic routes by economic-mathematical methods and solution of the problem on a computer. In the third place, a daily schedule (time table) should be compiled for transportation traffic allowing for the times of starting and stopping work and optimal transportation traffic. And in the fourth place, of course, regular control should be exercised over observance of the schedule.

The Minsk Bureau of Job Placement's experience in assigning jobs near the place of residence is noteworthy. Improvement of this method of job placement may actually be one way of solving the transportation problem.

Not many releases are due to lack of places in creches and kindergartens (1.53 and 0.38 percent of the workers left the machine building enterprises and the light industry ones respectively for this reason). But it cannot be ignored. It might be helpful to form a single municipal organ to concentrate applications for exchange of places in children's institutions and to make it less difficult for people to place children in kindergartens and creches.

The next series of reasons for quitting is dissatisfaction with production organization and working conditions, which was indicated by 14.44 percent of all workers leaving the machine building enterprises and by 18.48 percent of those leaving the light industry ones. Of those newly admitted to enterprises of the same sectors, 29.46 percent of the machine building workers and 27.98 percent of the light industry workers gave this reason for quitting. In other words, only one-third of them found the working conditions on the new job better than those on the old one.

The same series includes the reason "not employed in the specialty." Its proportion is insignificant (1.57 percent of the releases in machine building and 0.98 percent of those in light industry), but it is still a disturbing fact, because correspondence of workers qualifications to the nature and complexity of the job performed is essential to the further development of production. You will not keep them there with the ruble. It is necessary to eliminate manual labor as far as possible, to mechanize it, and to create good conditions. Then people will stay on.

The study indicates that many releases are due to unevenness of work and bad working conditions. In this respect there are particular complaints about light industry, the traditional women's sector so to speak. It would seem that in sectors employing many women measures are primarily necessary to automate and facilitate the work and to improve its conditions. But in practice this is not always done everywhere. They say women are a patient lot and they will wait. They do wait, for a while. But then they apply for a release.

The laws on women's labor should be more strictly enforced, because the personnel divisions of enterprises often act arbitrarily, assigning them to heavy physical labor, to shops with harmful working conditions, etc.

It would make the work more regular if all the enterprises of Minsk were placed on a uniform production schedule of operations. The production table-calendar now in use in the BelavtoMAZ Association may serve as an example. All days off are marked in red on the calendar, firmly guaranteeing leisure time and permitting planning for it in advance. The enterprise collective counts on fulfilling the plan on the basis of the working Saturdays specified in the month. Introduction of uniform working Saturdays in the city and their entry on the table would also solve the problem of placing children in creches and kindergartens on those days and free the parents from worry.

Furthermore, the experience of Estonian enterprises in the use of a sliding work schedule (SGR) has become an effective means of combatting the labor turnover. Use of the schedule proved most effective for ITR /engineering and technical personnel/ and office workers, but it is now being used successfully for workers as well. The SGR made it possible not only to reduce instability considerably but also to eliminate tardiness and absences authorized by the administration, to relieve transportation at peak hours, and to improve the psychological climate in the collective. We feel generalization of the Estonian experience and its possible use in the Belorussian enterprises deserve the most careful consideration.

Every tenth worker in machine building and every fourteenth one in light industry explain their departure by dissatisfaction with their occupations. Men demand the most of an occupation, and they leave for this reason more often. (The high proportion of this reason again confirms the fact that labor in our time is becoming not only a means of livelihood but also a spiritual need.) Those dissatisfied with their occupations are mainly youths, and this is understandable. The youthful years are the time of choice of a permanent occupation and search for interesting creative work. At the same time it must be noted that many young people have chosen their occupation by chance and now must look for a new one that is more congenial. There are also those who agree to any work provided they are credited with it in entering an institute. In short, the basic reason for releases because of dissatisfaction with occupations lies in inadequate work on occupational guidance of boys and girls.

One way of improving this work is by extending its scope, enlisting not only the graduates themselves in the right choice of an occupation but also their parents, since many young people go where their fathers and mothers will advise them. Not to belittle the parents' authority, let us remember that there are many occupations that not every young person has the natural gifts to master. Therefore the parents' advice does not always prove right and he has to change his occupation. It is quite evident that it would be advisable to coordinate occupational guidance and its systematic management in a single municipal center.

A bad social-psychological climate in a collective may also lead to transfers to another enterprise. It is true, it should be noted at once, that in Minsk the effort to create normal employee relations has been rather well done: Only 1.76 percent of the machine building workers quit because of conflicts with managers, for example. But in light industry twice as many quit (Women predominate in this sector, and they react more sensitively to the state of interpersonal relations). A healthy psychological climate in a collective is the guarantee of its stability. There is no question that the solidarity of a collective depends heavily on the supervisor (brigade leader, foreman, shop chief etc.). That is why careful selection of people for supervisory duties is so important. This is an old truth, but we must be reminded of it again and again.

A worker's decision to leave is determined to a great extent by his level of education and qualification, length of service, family situation, sex and age. Therefore we feel the age characteristic of those released in Minsk industry is important. Youths are the most numerous and mobile group: Over 70 percent of workers are released at the age of 18-29. The group includes a high proportion of young men and women with secondary education but little occupational training or work experience. The mobility of workers 20-24 years of age is high in both machine building and light industry. In this group the predominant reason for leaving is dissatisfaction with housing and living conditions, salary, occupations, and conditions for improving education.

The second group, workers aged 30-49, is less numerous. Its mobility is considerably less, namely 26 percent of all released workers. They are usually highly qualified specialists with 5-10 years or more of service in the enterprise. Almost all of them have families, normal housing and living conditions, and higher pay. In this group the predominant reasons for quitting are defects in organization of the production process, bad working conditions, and leaving the city.

The group of workers aged 50 and older is the least unstable: In all only 4 percent of them quit. People of this age are mainly experienced workers, veterans of labor, and persons respected in the enterprise. As a rule they form the backbone of the collective. They quit chiefly because of defective organization of the production and labor process. People of this age are very sensitive to working conditions. Some leave to look for better paid work before retiring on a pension.

The characteristics of the age groups of departing workers certainly should be considered in preparing measures to reduce instability. Unfortunately this is not always done in the enterprises. It is also regrettable that you will still rarely find a sociologist on a plant's staff. His recommendations to combat instability might be helpful.

It must be noted that the magnitude of the instability coefficient is not uniform among the districts of the city. There are a number of reasons for the difference, primarily the uneven distribution of enterprises according to sectors. They are also unevenly distributed according to size. The study shows that the instability coefficient is lower in the bigger enterprises than in the smaller ones, that is the size of the enterprise and instability are in inverse proportion. The level of educational work in the enterprises and in the whole district is a considerable factor affecting the labor turnover in the district.

The following must be added to the foregoing: The effort to curtail the labor turnover will not become effective until it is conducted comprehensively.

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TRANSPORTATION

TABLE OF WORK TIME FOR RAILROAD WORKERS FOR 1980

Moscow GUDOK in Russian 11 Jan 80 p 4

[Railroad workers' 1980 work schedule compiled by Engineer I. Silin]

[Text] The railroad workers' schedule was designed for the different categories of transport workers and incorporates the operating and rest schedules encountered most frequently.

Apportionment of work time in a 6-day week has been designated for workers in continuous production in 24-hour shift work, locomotive and train brigades, train conductors and other categories of railroad workers with an aggregate accounting of work time, as well as for those who work a 6-day week with 1 day off.

For those who work a 5-day week with a daily work day 8.2 hours long, in order to provide an annual work schedule with compensation for scheduled overtime of 7.2 hours as an example, the length of each 10-day period during the year has been reduced by 0.2 hours (0.2 X 36 = 7.2 hours).

In a 5-day work week with 2 days off and a shift 8 hours long, in order to provide an annual work schedule 6 working Saturdays have been approved which are 8 hours long in the second 10-day period in March and May and 7 hours long in the second 10-day period in June, August, September and November.

Work time on the preholiday days of 7 March, 30 April, 8 May, 6 October, 6 November and 31 December is reduced by 1 hour.

An enterprise manager, jointly with a trade union organization, has the right to establish a different apportionment of work time within the limits of the breakdown indicated.

RAILROAD WORKERS 1980 WORK SCHEDULE

	JANUARY					FEBRUARY				
Monday		7	14	21	28		4	11	18	25
Tuesday	1	8	15	22	29		5	12	19	26
Wednesday	2	9	16	23	30		6	13	20	27
Thursday	3	10	17	24	31		7	14	21	28
Friday	4	11	18	25		1	8	15	22	29
Saturday	5	12	19	26		2	9	16	23	
Sunday	6	13	20	27		3	10	17	24	

Norm of work hours in 6-day week		178				171			
Number of days and hours		10-day periods			for month	10-day periods			for month
		1	2	3		1	2	3	
Calendar days		10	10	11	31	10	10	9	29
Work days	6-day work week	8	8	10	26	8	9	8	25
	5-day week(8.2 hrs)	7	6	9	22	6	8	7	21
	5-day week(8 hrs)	7	6	9	22	6	8	7	21
Days off & holidays	6-day work week	2	2	1	5	2	1	1	4
	5-day week(8.2 hrs)	3	4	2	9	4	2	2	8
	5-day week(8 hrs)	3	4	2	9	4	2	2	8
Work hours	6-day work week	55	54	69	178	54	62	55	171
	5-day week(8.2 hrs)	57.2	49.0	73.6	179.8	49.0	65.4	57.2	171.6
	5-day week(8 hrs)	56	48	72	176	48	64	56	168
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	30.9	30.3	38.8	34.3	31.6	36.3	32.1	32.9
	5-day week(8.2 hrs)	31.8	27.3	40.9	34.4	28.6	38.1	33.3	32.9
	5-day week(8 hrs)	31.8	27.3	40.9	33.9	28.6	38.1	33.3	32.4

		MARCH				FIRST QUARTER	APRIL			
Monday		3 10 17 24 31					7 14 21 28			
Tuesday		4 11 18 25					1 8 15 22 29			
Wednesday		5 12 19 26					2 9 16 23 30			
Thursday		6 13 20 27					3 10 17 24			
Friday		7 14 21 28					4 11 18 25			
Saturday		1 8 15 22 29					5 12 19 26			
Sunday		2 9 16 23 30					6 13 20 27			
Norm of work hours in 6-day week		170					177			
Number of days and hours		10-day periods			for month		10-day periods			for month
		1	2	3			1	2	3	
Calendar days		10	10	11	31	91	10	10	10	30
Work days	6-day work week	7	9	9	25	76	9	8	9	26
	5-day week(8.2 hrs)	6	8	7	21	64	8	6	8	22
	5-day week(8 hrs)	6	9	7	22	65	8	6	8	22
Days off & holidays	6-day work week	3	1	2	6	15	1	2	1	4
	5-day week(8.2 hrs)	4	2	4	10	27	2	4	2	8
	5-day week(8 hrs)	4	1	4	9	26	2	4	2	8
Work hours	6-day work week	47	62	61	170	519	62	54	61	177
	5-day week(8.2 hrs)	48.0	65.4	57.2	170.6	522	65.4	49.0	64.4	178.8
	5-day week(8 hrs)	47	72	56	175	519	64	48	63	175
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	27.6	36.5	35.9	32.8	24.9	35.0	30.5	34.5	34.7
	5-day week(8.2 hrs)	28.1	38.3	33.6	32.7	25.0	36.6	27.4	36.0	35.4
	5-day week(8 hrs)	26.9	41.1	32.0	33.7	24.9	36.6	27.4	36.0	34.4

	MAY					JUNE					
Monday		5	12	19	26		2	9	16	23	30
Tuesday		6	13	20	27		3	10	17	24	
Wednesday		7	14	21	28		4	11	18	25	
Thursday	1	8	15	22	29		5	12	19	26	
Friday	2	9	16	23	30		6	13	20	27	
Saturday	3	10	17	24	31		7	14	21	28	
Sunday	4	11	18	25		1	8	15	22	29	

Norm of work hours in 6-day week		MAY 162				JUNE 171				SECOND QUARTER	FIRST HALF YEAR
Number of days and hours		10-day periods			for month	10-day periods			for month		
		1	2	3		1	2	3			
Calendar days		10	10	11	31	10	10	10	30	91	182
Work days	6-day work week	6	8	10	24	8	9	8	25	75	151
	5-day week(8.2 hrs)	4	7	8	19	7	8	6	21	62	126
	5-day week(8 hrs)	4	8	8	20	7	9	6	22	64	129
Days off & holidays	6-day work week	4	2	1	7	2	1	2	5	16	31
	5-day week(8.2 hrs)	6	3	3	12	3	2	4	9	29	56
	5-day week(8 hrs)	6	2	3	11	3	1	4	8	27	53
Work hours	6-day work week	39	55	68	162	55	62	54	171	510	1029
	5-day week(8.2 hrs)	31.6	57.2	65.4	154.2	57.2	65.4	49.0	171.6	504.6	1026.6
	5-day week(8 hrs)	31	64	64	159	56	71	48	175	509	1028
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	24.1	34.0	41.9	31.8	32.2	36.3	31.5	33.5	24.4	49.3
	5-day week(8.2 hrs)	20.5	37.1	42.4	30.6	33.3	38.1	28.6	34.0	24.2	49.2
	5-day week(8 hrs)	19.4	40.3	40.3	31.2	32.0	40.6	27.4	34.4	24.4	49.3

	JULY					AUGUST				
Monday		7	14	21	28		4	11	18	25
Tuesday	1	8	15	22	29		5	12	19	26
Wednesday	2	9	16	23	30		6	13	20	27
Thursday	3	10	17	24	31		7	14	21	28
Friday	4	11	18	25		1	8	15	22	29
Saturday	5	12	19	26		2	9	16	23	30
Sunday	6	13	20	27		3	10	17	24	31

Norm of work hours in 6-day week		185				177			
Number of days and hours		10-day periods			for month	10-day periods			for month
		1	2	3		1	2	3	
Calendar days		10	10	11	31	10	10	11	31
Work days	6-day work week	9	8	10	27	8	9	9	26
	5-day week(8.2 hrs)	8	6	9	23	6	8	7	21
	5-day week(8 hrs)	8	6	9	23	6	9	7	22
Days off & holidays	6-day work week	1	2	1	4	2	1	2	5
	5-day week(8.2 hrs)	2	4	2	8	4	2	4	10
	5-day week(8 hrs)	2	4	2	8	4	1	4	9
Work hours	6-day work week	62	54	69	185	54	62	61	177
	5-day week(8.2 hrs)	65.4	49.0	73.6	188.0	49.0	65.4	57.2	171.6
	5-day week(8 hrs)	64	48	72	184	48	71	56	175
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	33.5	29.2	37.3	34.3	30.5	35.0	34.5	32.8
	5-day week(8.2 hrs)	34.8	26.1	39.1	34.9	28.6	38.1	33.3	31.8
	5-day week(8 hrs)	34.8	26.1	39.1	33.9	27.4	40.6	32.0	32.3

		SEPTEMBER				THIRD QUARTER	OCTOBER			
Monday		1 8 15 22 29					6 13 20 27			
Tuesday		2 9 16 23 30					7 14 21 28			
Wednesday		3 10 17 24					1 8 15 22 29			
Thursday		4 11 18 25					2 9 16 23 30			
Friday		5 12 19 26					3 10 17 24 31			
Saturday		6 13 20 27					4 11 18 25			
Sunday		7 14 21 28					5 12 19 26			
Norm of work hours in 6-day week		178					177			
Number of days and hours		10-day periods			for month		10-day periods			for month
		1	2	3			1	2	3	
Calendar days		10	10	10	30	92	10	10	11	31
Work days	6-day work week	9	9	8	26	79	8	8	10	26
	5-day week(8.2 hrs)	8	7	7	22	66	7	6	8	22
	5-day week(8 hrs)	8	8	7	23	68	7	6	9	22
Days off & holidays	6-day work week	1	1	2	4	13	2	2	1	5
	5-day week(8.2 hrs)	2	3	3	8	26	3	4	2	9
	5-day week(8 hrs)	2	2	3	7	24	3	4	2	9
Work hours	6-day work week	62	61	55	178	540	54	54	69	177
	5-day week(8.2 hrs)	65.4	57.2	57.2	179.8	539.4	56.2	49.0	73.6	178.8
	5-day week(8 hrs)	64	63	56	183	542	55	48	72	175
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	34.8	34.3	30.9	32.9	25.9	30.5	30.5	39.0	34.2
	5-day week(8.2 hrs)	36.4	31.8	31.8	33.3	25.9	31.4	27.4	41.2	34.4
	5-day week(8 hrs)	35.0	34.4	30.6	33.8	26.0	31.4	27.4	41.2	33.9

		NOVEMBER				DECEMBER				FOURTH QUARTER	SECOND HALF YEAR
Monday		3 10 17 24				1 8 15 22 29					
Tuesday		4 11 18 25				2 9 16 23 30					
Wednesday		5 12 19 26				3 10 17 24 31					
Thursday		6 13 20 27				4 11 18 25					
Friday		7 14 21 28				5 12 19 26					
Saturday		1 8 15 22 29				6 13 20 27					
Sunday		2 9 16 23 30				7 14 21 28					
Norm of work hours in 6-day week		156				184					
Number of days and hours		10-day periods			for month	10-day periods			for month		
		1	2	3		1	2	3			
Calendar days		10	10	10	30	10	10	11	31	92	184
Work days	6-day work week	6	9	8	23	9	9	9	27	76	155
	5-day week(8.2 hrs)	5	8	6	19	8	7	8	23	64	130
	5-day week(8 hrs)	5	9	6	20	8	7	8	23	65	133
Days off & holidays	6-day work week	4	1	2	7	1	1	2	4	16	29
	5-day week(8.2 hrs)	5	2	4	11	2	3	3	8	28	54
	5-day week(8 hrs)	5	1	4	10	2	3	3	8	27	51
Work hours	6-day work week	40	62	54	156	62	61	61	184	517	1057
	5-day week(8.2 hrs)	39.8	65.4	49.0	154.2	65.4	57.2	64.4	187.0	520	1059.4
	5-day week(8 hrs)	39	71	48	158	64	56	63	183	516	1058
Ratio of 10-day period to month, month to quarter, & quarter to year, in %	6-day work week	25.6	39.8	34.6	30.2	33.6	33.2	33.2	35.6	24.8	50.7
	5-day week(8.2 hrs)	25.8	42.4	31.8	29.7	35.0	30.6	34.4	35.9	24.9	50.8
	5-day week(8 hrs)	24.7	45.0	30.3	30.6	35.0	30.6	34.4	35.5	24.7	50.7

/Holidays/:

1 January - New Year holiday
8 March - International Women's Day
1-2 May - International Workers Solidarity Day
9 May - Victory Day
7 October - USSR Constitution Day
7-8 November - 63d anniversary of the Great October Socialist Revolution

/1980 work schedule summary/:

Number of days and hours	Calendar days	Work days	Days off and holidays	Work hours
In 6-day work week	366	306	60	2086
In 5-day week (8.2 hrs)	366	256	110	2086
In 5-day week (8 hrs)	366	262	104	2086

8936
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BRIEFS

TYNDA-BERKAKIT RAILWAY LINE--The first session of the State Commission discussed preparations for commissioning into permanent operation of the Tynda-Berkakit-Ugolnaya Railway Line. It was noted that the working commissioned accepted 504 of the 529 projects on this northern branch of the Bam, Glavbamstroy construction units carried out highly assessed work in the construction of the roadbed, bridges, water conduits, and 35-kilovolt longitudinal electric power transmission line. Shortcomings were also noted. Members of the State Commission obligated construction workers to eliminate them in an extremely short period of time. [Blagoveshchensk Domestic Service in Russian 1000 GMT 6 Dec 79]

BAM RAILWAY BRIDGES--Bridge construction workers at the Bam railway central station have completed construction of 30 railway bridges on the Berkakit-Ugolnaya section. New technology of assembling spans has been used in construction of these bridges. [Blagoveshchensk Domestic Service in Russian 1000 GMT 5 Dec 79]

KHANI RAILWAY STATION--Construction workers of the central section of the Bam railway have begun moving to a new location after completing much work on the Tynda-Berkakit-Ugolnaya railway line. A team of the Bamstroyput Administration has arrived at the site of the future Khani railway station. Before the arrival of main units a dormitory, residential housing, a dining hall, a club and a hospital will be constructed in the area. In time Khani will become a major support point of bridge construction workers, machine operators and track layers. [Blagoveshchensk Domestic Service in Russian 1000 GMT 4 Dec 79]

TYNDA AIRPORT--Tynda, the capital of the Bam railway, now has regular air transportation with the Bam's eastern, western and Buryat sections. More than 20 flights land at and leave the Tynda airport daily. Cargo helicopters from the airport deliver foodstuffs and industrial goods to remote railway construction sites. [Blagoveshchensk Domestic Service in Russian 1000 GMT 4 Dec 79]

NAKHODKA SHIP REPAIR PLANT--During the first 10 months of 1979 the Nakhodka ship repair plant has repaired more than 60 far eastern vessels. The plant's multithousand collective has at its disposal modern shops, technological equipment, large floating docks and a ship raising slip. The plant has mastered the repair of 12,000-horsepower ship engines and construction of scows, floating moorings and passenger coastal vessels. This year the plant received a new dock with a hoisting capacity of 8,500 tons. Also this year the piping shop moved into a new structure. Currently the plant is constructing a block of machine assembly shops and warehouses. The first stage of the machine assembly shop occupying an area of 10,000 square meters has already been commissioned and work is currently underway on the shop's second stage occupying an area of 10,400 square meters. This shop will be outfitted with powerful cranes. There are already three 50-ton cranes and three 20-ton cranes in the shop. Construction is also underway in the plant's dock and slip area and plans made for the 1981-1983 period call for construction of a dock repair shop, which will mainly repair propeller shafts and propeller accessories. A mooring to the new dock has already been commissioned. Long range plans also call for installation of a slipway at the plant. [Vladivostok Maritime Service in Russian to the Pacific Far East 0710 GMT 17 Dec 79]

OLEKMA-CHARA MOTOR ROAD--Six mechanized columns of the Bamstroymekhanizatsiya trust are constructing an embankment along the Chara-Olekma motor road, which will be put into operation during the second half of next year. On the eve of the 110th Lenin's birth anniversary the new motor road will become the main western transportation artery along the Bam railway. [Blagoveshchensk Domestic Service in Russian 1000 GMT 5 Dec 79]

INDIGIRKA RIVER BRIDGE--Bridge construction team No 49 of the Mostostroy-10 trust is constructing a bridge across the Indigirka River in the western direction of the Tynda-Berkakit Railway Line. [Blagoveshchensk Domestic Service in Russian 1000 GMT 4 Dec 79]

BRIDGE CONSTRUCTION--Ordzhonikidze--Operating transport traffic over the new, largest bridge constructed on the northern section of the Transcaucasian Mainline began three months ahead of the established deadline. The bridge was assembled from thin-walled pre-stressed reinforced concrete assembled steel sections for the first time in the construction practice of high-mountain crossings in the Caucasus. This made it possible not only to reduce the deadlines for turning an important transport object over for operation, but also significantly reduces its total weight. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 11 Nov 79 p 1] 6521

CONNECTING ROAD COMPLETED--The five-kilometer highway connects Mamzino Village of Shakhunskiy Rayon in Gor'kovskaya Oblast to the central transport mainline. The new road has changed much in the life of the remote village. Service craftsmen and collectives of amateur artistic activities will be seen here more frequently. This year the Gor'ky builders laid 220 kilometers of paved roads. Because of this, the central farmsteads of 20 kolkhozes and sovkhozes have received dependable transport communications. [Text] [Moscow STROITEL'NAYA GAZETA in Russian 21 Nov 79 p 1] 6521

LITHUANIAN HIGHWAY CONSTRUCTION--Extensive work is being carried out in the Lithuanian SSR on reconstruction, repair and construction of highways. The Kaunas-Klaypeda and Vil'nyus-Panevezhis highways are being reconstructed. This year the collective of the Road Building Trust of the Ministry of Motor Transport and Highways of the republic must complete work worth 52 million rubles. [Text] [Moscow PRAVDA in Russian 5 Jul 79 p 1] 6521

START-M TELEVISION--By order of the Moscow residents, the Novgorod Production Association Volna has manufactured the Start-M television apparatus. The flow of vehicles on the main thoroughfares and squares of the capital will increase several-fold during the Olympics Games. The Start-M will help to monitor the road traffic. The installation will receive a signal from any point of Moscow and will reflect the transport situation on the television screen within several seconds. [Text] [Moscow PRAVDA in Russian 6 Jul 79 p 6]] 6521

UNDERGROUND PIPELINE--Hundreds of thousands of tons of fuel oil have been pumped through the pipeline from the Salavat Petrochemical Combine to the thermoelectric power plants of Sterlitamak. Fuel for the largest industrial center of Bashkiriya has been transported for several months through the underground mainline. Because of this, hundreds of railway trains have been freed and petroleum product losses have been reduced. The Salavat-Sterlitamak underground fuel oil pipeline with length of 33 kilometers is the country's first construction of this type. [Text] [Moscow IZVESTIYA in Russian 14 Jul 79 p 1] 6521

UKRAINE HIGHWAY EXPANSION--A little less than 100 kilometers of highways have been constructed and put into operation during three years around the populated points of the Ukraine. An additional 59 kilometers of main bypasses have now been put into operation. Construction of highways around Kherson, Uzhgorod, Novomoskovsk and the northeastern and northwestern sectors of Khar'kov have been constructed. Extensive work is being carried out to reconstruct the Kiev Beltway (within the city boundaries on the section from Gostomel'skoye Shosse to Chapayevka). Its length is 23 kilometers. The bypass beltway within the city boundaries is being constructed in individual sections of 3-5 kilometers each. A total of 44 of 48 kilometers has been constructed on the section between the Khar'kov and Leningrad lines. These lines will now have been completely connected with each other. [Text] [Moscow IZVESTIYA in Russian 6 Jul 79 p 1] 6521

YURYUZAN BRIDGE CONSTRUCTION--Bridge-building train No. 37 of the Sverdlovsk Railroad completed reconstruction of the railway bridge across the Yuryuzan' River on the Kropachevo-Chelyabinsk section during a 24-hour "window." New spans have been installed in place of the old, worn span structures. The bridge will now be in service for many long years. The railroad workers of the Southern Urals Railroad, like the entire country, are struggling actively for clear rhythm in shipments of national economic goods. But the old tract did not provide the necessary safety and high traffic speeds. The span structures had to be replaced and the abutments and supports had to be strengthened. Compilation of the plan was entrusted to the Novosibirsk branch of Giprotransput' [expansion unknown], while construction was entrusted to bridge building train No. 37 of the Sverdlovsk Railroad. And now the last freight train has passed over the old bridge and a "window" was opened. The chief of MSP-37, meritorious builder of the RSFSR Lev Ivanovich Bondarenko supervised the operations. The track repair workers quickly took up the track and the power engineers disassembled the contact network and removed the interspan fillers. The pumping stations on the supports were operating. Brigade leader V. Pysov laid the first roller between the knurled tracks and in an instant the connection was completed. The span structure, heavy and long, weighing 400 tons, was suspended on brackets which rested on the strong footings of the supports and a cage of rails. The bridge was tested under train load and was put into operation. [Text] [Moscow GUDOK in Russian 21 Jun 79 p 2] 6521

ROGUNSKAYA GES CONSTRUCTION--Erection of two large bridges were begun in construction of the new energy giant on the Vakhsh River--Rogunskaya GES. A construction landing was made under complex mountain conditions on the left bank of the Vakhsh River, which means "wild" in translation, and powerful equipment was transferred. The bridge in the region of the sighting line of the future dam will permit extensive development of work on the left, previously inaccessible bank of the river. Main transport tunnels will pass through here and the GES building will be constructed in the rock of the cliff handing over the bank. A second bridge is being constructed upstream. It will connect the construction site with the main quarry. Clear transport communications are especially important under mountainous conditions. Besides the bridges and roads under construction, several tunnels with total length of 60 kilometers will be driven through the cliffs. [Text] [Moscow TRUD in Russian 28 Jun 79 p 3] 6521

FUTURE MOSCOW RIVER BRIDGE--The next stage of operations on construction of the future bridge across the Moscow River, which will connect the microrayons Strogino and Shchukino, has been completed. The first barge with blocks of the main span structure has arrived from Yaroslavl'. Specialists of bridge-building detachment No. 4 of Mostotrest [All-Union Trust for the Construction of Large and Supersize Bridges] have already installed six reinforced concrete supports and are driving the pilings from the direction of Shchukino. The almost one-kilometer road above the river must be constructed according to plan. The width of its traffic section will be approximately 40 meters. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 15 Nov 79 p 3] 6521

NEW CAUCASUS BRIDGE--Ordzhonikidze, 9 Nov 79--Operating transport traffic over the new, largest bridge constructed on the northern section of the Transcaucasian Railroad began today three months ahead of the established deadline. It connected the banks of the Russian L'yadon River near the Oseti settlement of Nar in a light blue arc. For the first time in construction practice of high-mountain crossings in the Caucasus, the bridge was assembled from thin-walled pre-stressed reinforced concrete sections. This permitted a significant reduction of its weight and a reduction of the construction deadlines. The bridge across the L'yadon River was erected by the complex brigade of the well-known builder of Northern Osetiya Ivan Korobkov. The collective of communist shock workers is now installing the reinforced concrete supports of the last bridge across the Zakidon River on the route. The builders have given their word to turn over this crossing for operation ahead of schedule--by the 110th anniversary of V. I. Lenin's birth. [Text] [Moscow PRAVDA in Russian 10 Nov 79 p 1] 6521

SYKTYUKAR-MURASHI HIGHWAY—Construction of the 80-kilometer Ob'yachevo-Ketka Motor Highway (Komi ASSR) was completed yesterday. This run is the final link of the Syktyvkar-Murashi major highway. The new highway reliably linked the autonomous republic to adjacent Kirovskoy Oblast and opened access to the fuel shale deposits. [Text] [Moscow PRAVDA in Russian 30 Sep 79 p 2] 6521

AKATUBA RIVER BRIDGE--A bridge, the basis for which was ordinary barges, has connected Leninsk (Volgogradskaya Oblast) to the flood-plain part of the rayon for many years, where the hayfields are located. This crossing, especially during ice flows and floods, is frequently out of commission. The problem of constructing a more dependable bridge across the Akhtuba River was raised in many instructions of inventors. And its design was recently confirmed. A siphon (underwater pipeline) has already been laid along the bottom of the Akhtuba River and a separating pipeline has been laid along the right bank of the river. Quarries for filling in the soil are being mined. The bridge will be constructed of reinforced concrete. Its length is approximately 350 meters and with the approaches on both sides will be four kilometers 270 meters. The almost eight-meter width will permit two-way traffic of motor transport and pedestrians on it. [Text] [Moscow ZHILISHCHNOYE I KOMMUNAL'NOYE KHOZYAYSTVO in Russian No 9, 1979 p 4] 6521

VOLGA BRIDGE CONSTRUCTION--Astrakhan'--Construction of a highway bridge across the Volga River has begun. It will become the largest on the mighty river: its length is more than 3.5 kilometers. The bridge will not interfere with ship traffic along the Volga at any water level. [Text] [Moscow SOVETSKAYA ROSSIYA in Russian 6 Mar 79 p 4] 6521

PAVED HIGHWAYS FOR FARMS--All rayon centers and most of the kolkhozes and sovkhozes have an exit to the republic and oblast major roads in Kirovogradskaya Oblast. Paved highways have been constructed to livestock farms and to the field camps of tractor brigades on many farms of the highway. A total of 78.3 kilometers of good roads was constructed last year alone on the kolkhozes of the oblast. Moreover, feed lots and threshing floors on many farms and equipment-storage areas in tractor brigades were paved with asphalt. Construction of roads in Novgorodkovskiy, Znamenskiy, Dobrovelichkovskiy, Kirovogradskiy and a number of other rayons of the oblast is ahead of the planned schedules. A total of 256 kilometers of paved roads has been constructed in the villages of the oblast during three years of the five-year plan. [Text] [Kiev PRAVDA UKRAINI in Russian 6 Feb 79 p 2] 6521

RAILWAY BRIDGE CONSTRUCTION--The State Committee has accepted the last railway bridge on the Tynda-Berkakit line with a mark of "excellent." It was constructed near the terminal station of the minor BAM [Baykal-Amur Mainline Railroad]. The steel route will soon begin permanent operation and the first heavy trains will pass over it. [Text] [Moscow TRUD in Russian 4 Dec 79 p 1] 6521

NEW VOLGOGRAD HIGHWAY--Vehicles with construction materials for the largest irrigation systems being constructed in the Volga area were yesterday authorized to open traffic along the new asphalt-paved road. The steppe mainline connected the workers' settlement Bykovo to Volgograd almost one year ahead of the planned deadline. The capability of hauling products out rapidly and with least expenditures in any weather appeared for the farms of this and other rayons, through which the 166-kilometer route was run. The asphalt-paved mainline has special significance for the land reclamation specialists and builders. Close ties with all the construction organizations, farms and enterprises of the oblast contribute to successful work of the collective of the Volgogradavtodor Administration [expansion unknown], which is the winner of the All-Union competition. [Text] [Moscow STROIETL'NAYA GAZETA in Russian 12 Dec 79 p 2] Regular traffic has been opened along the new 80-kilometer route connecting Izhevsk to the large agricultural regions of Udmurtiya. [Text] [Moscow SEL'SKAYA ZHIZN' in Russian 8 Dec 79 p 1] 6521

HIGH-SPEED HIGHWAY--Traffic along the new Minsk-Grodno major highway was opened two months ahead of the planned deadline. It linked the northwestern rayons of Grodnenskaya Oblast and Grodno, Shchuchin and Lidu with the capital of the republic. Part of the route, in order not to occupy fertile lands, had to be run through swamps and wastelands. The builders hauled out approximately 240,000 cubic meters of peat and laid hundreds of thousands of tons of sand, gravel, crushed stone and asphalt-concrete in the roadbed. For the first time in Belorussia, so-called lean concrete prepared from low grades of cement was used with good economic effect instead of expensive crushed stone to construct the roadbed here. [Text] [Moscow SEL'SKAYA ZHIZHN' in Russian 7 Dec 79 p 1] 6521

CITY HIGHWAY CONSTRUCTION--Specialists of SU [Construction Administration]-33 of Gordorstroy-2 Trust began construction of the highway which will link the new residential tract Zyuzino to the housing blocks of Yasenev. The almost three-kilometer route will become a continuation of Sevastopol'skiy Prospekt. The width of the route will permit four-lane transport traffic here. It is planned to complete the work next year. [Text] [Moscow MOSKOVSKAYA PRAVDA in Russian 19 Sep 79 p 3] 6521

RIKOTA PASS CONSTRUCTION--Georgian SSR--The last meters of asphalt on the most complex section of the mountain route passing through Rikota Pass have been laid at a height of approximately 1,000 meters above sea level. The motor road from Chumateleti Village to Zestafoni was opened to transport traffic after the reconstruction. All the work was completed ahead of schedule. The builders had to "clothe" the supporting walls in precast concrete, handle 4.6 million cubic meters of earth and rock, to drive several tunnels, to construct bridges and almost to double the width of the highway. [Text] [Moscow STROITEL'NAYA GAZETA in Russian 7 Dec 79 p 3] 6521

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END

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14 February 1980

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No. 1227

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

NEW PUBLICATION ON EDUCATION APPEARS

Moscow UCHITEL'SKAYA GAZETA in Russian 8 Jan 80 p 2

[Article: "A New Publication"]

[Text] The first issue of the USSR Ministry of Education's BYULLETEN' NORMATIVNYKH AKTOV has been published. This monthly periodical was launched at the request of the union and autonomous republic ministries of education, the kray (oblast) departments of public education and other institutions and organizations in the educational system.

The bulletin will publish board decisions and orders and instructions issued by the USSR Ministry of Education to implement decrees of the CPSU Central Committee and the USSR Council of Ministers; it will also publish other normative, instructional and methods documents regulating the activities of schools and public education agencies. The new publication will make it possible to efficiently get all the urgent documents regulating the activities of schools and other institutions and organizations within the USSR Ministry of Education's system to public education agencies.

The first issue of the bulletin carried the decree of the board of the USSR Ministry of Education, the secretariat of the Komsomol Central Committee and the presidium of the USSR Academy of Pedagogical Sciences on "The Fourth National Workshop 'Studying the Life, Activities and Works of V. I. Lenin and the Documents of the CPSU and the Soviet Government in Secondary Schools.'" The workshop will be held 20-23 May 1980 in Kazan'. The following will participate in it: teachers from general education schools; officials from public education agencies; Komsomol and Pioneer officials; employees of refresher institutes, the union republics' scientific research institutes on schools and teaching methods and institutes of the USSR Academy of Pedagogical

Sciences; instructors from higher educational institutions; and employees of educational television and movies.

The bulletin contains the decree of the board of the USSR Ministry of Education on the work experience of Moscow's pedagogical collectives in expanding the initiative "A Higher Political Education for Each Teacher," and it also contains detailed information on this work.

Among the other materials published in the bulletin are: the decree of the board of the USSR Ministry of Education on implementing the recommendations of the National Workshop "Inculcating an Active Life Position: Practical Experience and Current Problems in Moral Development," which was held in April 1979 in Baku.

It contains the regulation on physical education for students in general education schools. The regulation was approved by the USSR Ministry of Education and the USSR Sports Committee.

The USSR Ministry of Education's 16 March 1979 letter of instructions "Improving the Organization of Homework Assignments for Students of General Education Schools" is very important. It would be adviseable for all teachers to get acquainted with the contents of this letter.

CSO: 1823
9001

RURAL SCHOOL IN TADZHIKISTAN

Dushanbe SEL'SKOYE KHOZYAYSTVO TADZHIKISTANA in Russian No 11, Nov 79 pp 35-37

[Article by G. Kryukov, candidate of pedagogical sciences, outstanding worker of public education of the Tadzhik SSR]

[Text] The rural school educates and teaches children of agriculture and animal husbandry, inculcates a feeling of civilization and Soviet patriotism in them, participates in reconstructing the life of kolkhoz villages and helps Party organizations in their ideological life. The teacher collectives of the schools act as good teachers and advisers of cotton-growers, cattle-breeders and vine growers, being champions of culture and standard-bearers of everything new and progressive.

In the 1979/80 school year 2285 general educational schools, including 992 middle schools, are functioning in rural Tadzhikistan. Over 70 percent of the children of school age are learning in them. In the last 4 years the numbers of students in grades 1-11 have increased by 52,900. Much work has been done on the rational placement of the school network. The process of school consolidation continues. In 3 years 169 elementary and 36 8-year schools have been closed and 128 middle schools have been opened. Completely filled classes have increased. The number of 10th and 11th grade graduates increased from 34,787 in 1975 to 46,089 in 1978.

Schools, boarding schools for students, housing for teachers and annexes for existing rural school buildings are being constructed in Tadzhikistan.

The schools are being equipped with equipment and supplies, and new schoolrooms, workshops and sports complexes are being organized.

In the 1979/80 school year the schools had the following special schoolrooms (as percents of the total number of rural middle schools): physics -- 97.7, chemistry -- 94.8 and biology -- 75.5 percent. The following percentages of the schools have specialized workshops: metalworking -- 36.4, woodworking -- 75.1, combined wood- and metalworking -- 23.4 and sewing workshops -- 37.9 percent.

They have television sets in 97.7 percent of the rural schools, magnetic tape recorders in 87.4 percent. Over 75 percent of the schools have dining-rooms or cafeterias and 29.3 percent have physical culture rooms.

The material base of rural 8-year schools is being enlarged. More visual aids, school equipment and furniture, textbooks, educational aids and writing accessories have started to be directed to them.

More concern has begun to be manifested about the living conditions of the rural dwellers, improvement of their skills and the creation of the necessary conditions for their cultural growth.

In general educational rural schools much experience has been accumulated in the training and communistic upbringing of youth, on its preparation for active participation in socially useful labor in various sectors of the national economy.

About 50,000 9th and 10th grade students have learned motor-vehicle repair and work on tractors and other agricultural machines, and also the principies of agricultural engineering or livestock management. Motor-vehicle repair and agricultural mechinery training shops have been created in 356 middle schools. Student production teams have already been functioning for many years in a number of rural middle schools.

When the work is properly organized and there is attention on the part of the farm managers, student production teams represent a good base for the occupational training of students in agricultural specialties, inculcate a communistic attitude toward labor in boys and girls and contribute to an elevation of the level of all educational and instructional work in the schools.

Former students of rural schools can be encountered today in all sections of kolkhoz and sovkhoz production. They are actively participating in the socialist competition for successful fulfilment of plans and pledges to increase production and improve the quality of production of agriculture and livestock breeding. Many boys and girls are going to institutes and technical schools on passes from the farms and then return to their native places as specialists. Deserving of credit in all this are the teaching collectives, the daily labor of which is directed toward the formation in the schoolchildren of high ideological, business and moral qualities.

It should be noted, however, that there still are many shortcomings in the development of school affairs in the countryside. Some pupils still remain in a class for a second year, and the dropping out of pupils is allowed. Not all schools are adequately provided with equipment and technical means. In some regions there are shortages of teachers of the Russian language, mathematics and foreign languages.

Further improvement of the network of rural schools for their rational consolidation, the renovation of some school buildings with provision for transition to the special-purpose room system, the construction of new dormitories and housing for teachers, the organization of the feeding of schoolchildren and uninterrupted delivery of children to the schools, expansion of the network of pre-school institutions--all these problems must be solved in a single complex.

The successes of the schools are determined to a considerable degree by the composition of the teacher cadres and the level of their education, qualifications and skills. Those indicators are rising in the rural schools but they are still lower than in urban schools. On 1 October 1978 41,128 teachers were working in the countryside, only 27,139 of whom had higher education. Measures on the expansion and improvement of the preparation of teacher cadres have been developed and are being accomplished in Tadzhikistan. It also is necessary to assure better use of the present teaching staff, to give them more attention, intensify concern about them and support and reinforce their authority in every way. It is necessary to intensify educational work among teachers and the struggle to further elevate the cultural level of their labor and living standard and give them access to the movement of leading production collectives for communistic labor.

The agencies of public education are called upon to study profoundly and skilfully the state of the educational process in the schools, to achieve improvement of school education in the countryside, to elevate the role of the rayon councils in solving problems facing the school and to systematically discuss in their sessions questions about the education and upbringing of students and their preparation for labor. It is a very important task to reinforce collaboration of the school with kolkhozes, sovkhozes, production collectives of enterprises and construction sites, and improve in all possible ways the work of councils to assist the family and school.

The rural schools of the republic expect effective help from agricultural agencies in the countryside. This help can be expressed primarily in the additional allocation of land sections to schools for the organization of the work of student production teams and the attachment to schools of highly qualified agricultural specialists to teach the students agricultural practices and motor vehicle repairs. The kolkhozes and sovkhozes can help the rural school in the construction and repare of school buildings and dormitories and in the equipping of school laboratories and workshops.

Of great importance in the life of the school is the resolution of the CPSU Central Committee "On further improvement of ideological and political educational work." The relations of the family, school and society should be reinforced in all possible ways, and a system should be worked out for the immediate informing of teachers on the most important questions of domestic and foreign policy.

Agriculture is confidently and at accelerated rates going over to industrial practices. In connection with that the responsibility of workers of education in the countryside is growing. They must do everything necessary to have schoolchildren obtain profound and firm knowledge, enter into adult life with a solid preparation for labor and grow into creative people who love and understand the matters that form the essence of their labor activity.

RESULTS OF 1979 CENSUS IN GEORGIA, ARMENIA AND BELORUSSIA PUBLISHED

Georgian Census

Tbilisi ZARYA VOSTOKA in Russian 1 Jan 80 pp 1, 3

[Article by the Georgian SSR Central Statistical Administration: "Population of the Georgian SSR: Results of the All-Union Census of the Population of 1979"]

[Text] In April 1979 the preliminary results of the All-Union Census of the Population, which was conducted by the organs of state statistics in January of this [sic] year, were published in the press. As of the present time, the processing of the first section of materials of the census, which describe the number and composition of the population in terms of sex, marital status, educational level, nationality and language and source of the means of livelihood and the number and size of families, has been completed.

The population of the Georgian SSR on 17 January 1979, according to data which has now been rendered with greater precision, was 5,015,000. In comparison with the previous census of 1970, it had increased by 329,000 people, or by 7 percent. The increase in population occurred at a stable rate—on the average of 0.78 annually.

The urban population of the Georgian SSR increased from 2,240,000 in 1970 to 2,600,000 in 1979 and made up 52 percent of the republic's population as opposed to 48 percent during the last census. The number of rural population decreased by 32,300 people as the consequence of the move by a portion of it to residence in cities and also as a result of the transformation of rural population points into urban ones. This objective process was caused by the development of industry and transport, by the large scale of construction work, by mechanization and by a rise in labor productivity in agriculture.

An uninterrupted growth in the educational level, culture and the training of specialists is an integral feature of the life of Soviet people. In the Georgian SSR, as well as in the USSR, compulsory universal secondary education of youth is now being carried out. The number of all persons having a higher and secondary (complete and incomplete) education, according to the

1979 census, amounted to 2,896,000 people and had increased by 40 percent in comparison with 1970. A significant process has occurred in bringing the level of education of the urban and rural population closer together. Among the working population there were 828 people per thousand in 1970 in the city who had a higher and secondary education, and 596 such people in the village, while in 1979 922 out of every thousand working people in the city and 784 in the village had this educational background. The educational level of men and women is coming closer together, while it is practically the same among working men and women.

The Georgian SSR is a multi-national republic. More than 100 nations and peoples reside in the republic. During the census, those being interrogated themselves indicate what their nationality and language are. The data shows that 94.9 percent of the entire population of the republic consider the language of their nationality to be their native language, while 5.1 percent consider languages of other peoples of the USSR to be their native language. The Russian language is playing an important role in the process which is occurring of steadily bringing all Soviet peoples closer together and the strengthening of their fraternal friendship and cooperation. During the census of 1970 the Russian language was named as the second language which 1,005,600 people of various nationalities and peoples of the republic had mastered with proficiency. In 1979 their number had increased to 1,330,200 people.

The results of the census of 1979 contain data on the number and size of families. In all, there were 1,150,800 families counted, of which 21.1 percent consist of 2 people (according to the 1970 census, 20.4 percent), 19.9 percent consist of 3 people (in 1970 it was 19.8 percent), 25.0 percent consist of 4 people (in 1970 it was 24.1 percent) and 34.0 percent consist of 5 or more people (in 1970 it was 35.7 percent). The average size of a family (members of a family living together) for the republic as a whole amounted to 4.0 people (in 1970 it was 4.1 people), while among the urban population the average size was 3.9 and among the rural population, 4.2 people.

According to the data of the census of the population of 1979, there are 2,287,400 men and women who are married. In comparison with 1970, their number had grown by 180,000, or by 8.5 percent.

According to the results of the census, the number of individuals employed in social production amounted to 2,519,000 people, or 19 percent more than in 1970.

The processing of the materials of the All-Union Census of the Population is continuing.

Armenian Census

Yerevan KOMMUNIST in Russian 16 Jan 80 p 2

[Article by the Armenian SSR Central Statistical Administration: "On the

Number and Composition of the Population of the Armenian SSR According to Data of the All-Union Census of the Population of 17 January 1979: Report of the Central Statistical Administration of the Armenian SSR"]

[Text] In May of 1979 the Central Statistical Administration of the Armenian SSR published the preliminary results of the census of the population, which was conducted by the organs of state statistics, in the press. As of the present time, the processing of the first section of the materials of the census, which describe the number and composition of the population in terms of sex, marital status, educational level, nationality and language and source of means of livelihood and the number and size of families, has been completed.

The population of the Armenian SSR, according to data which has been rendered with greater precision, was 3,031,000 people on 17 January 1979. In comparison with the previous census of 1970, it had increased by 539,000 people, or by 22 percent. The increase occurred at a stable rate; calculated in average annual terms, it amounted to 2.3 percent. The urban population of the republic increased from 1,481,500 persons in 1970 to 1,992,500 persons in 1979 and made up 66 percent as opposed to 59 percent of the population for the last census.

The number of the rural populace increased by only 27,900; this was caused by the move of a portion of it to residence in cities and was also a result of the transformation of rural population points into urban ones. This objective process was brought about by a substantial growth in the republic's industrial production, by the large scale of construction work, by the development of transport, by mechanization and by a rise in labor productivity in agriculture.

An uninterrupted growth in the educational level, culture and training of specialists is an integral feature of the life of Soviet people. In the USSR, as well as in the Armenian SSR, the compulsory universal secondary education of youth is now being carried out. The number of persons with higher and secondary (complete and incomplete) education, according to the census of 1979, amounted to 1,724,300 individuals and had increased in comparison with 1970 by 79.7 percent. Significant progress has occurred in bringing the level of the urban and rural population closer together. Among the working population, there were 780 persons per thousand in the city in 1970 who had a higher and secondary education, while there were 551 per thousand in the countryside. In 1979, there were 917 persons out of every thousand working people in the city who had a higher and secondary education, while there were 764 such persons per thousand in the countryside. The educational level of men and women is coming closer together.

Individuals of many nationalities and peoples dwell on the territory of the Armenian SSR. During the census, the nationality and language were recorded on the basis of the personal statements of those being interrogated. The nationality of children was recorded on the basis of the statement of their parents. During the period from 1970 to 1979, the number of nationalities residing in Armenia increased. According to the data from the census, 3,001,000 people, or 98.8 percent of the entire population of the republic, consider the language of their own nationality to be their native language and only 1.2 percent consider the languages of other nationalities to be their native language. There were 2,710,000 Armenian people who indicated that the Armenian language was their native tongue, or 99.4 percent, while 70,700 people of other nationalities named the Armenian language as a second language, which they had mastered with proficiency.

The Russian language is playing an important role in the process which is occurring of steadily bringing the Soviet peoples closer together and in the consolidation of their fraternal friendship and cooperation.

During the census of 1979, 963,800 people of a non-Russian nationality indicated the Russian language as a second language, which they have mastered with proficiency.

The results of the census of 1979 contain data on the number and size of families. In all, 609,000 families were counted, of which 12.2 percent consist of 2 people, 14.0 percent consist of 3 people, 23.1 percent consist of 4 people and 50.7 percent consist of 5 or more people. The average size of a family (members of a family living together) for the republic as a whole was 4.7 people (in 1970 it was 5.0 people), including: 4.5 people among the urban populace and 5.2 people among the rural populace.

According to data from the census of the population of 1979, 636,000 men and women were married. In comparison with 1970, their number had grown by 140,300 people, or by 28.3 percent.

According to the results of the census, the number of individuals employed in social production amounted to 1,440,800 people, or 47.5 percent, while it was 39.3 percent in 1970.

The processing of the materials of the All-Union Census of the Population of 1979 is continuing.

Belorussian Census

Minsk SEL'SKAYA GAZETA in Russian 10 Jan 80 p 3

/Article by the Belorussian SSR Central Statistical Administration: "Population of the Belorussian SSR: According to Data from the All-Union Census of the Population of 1979"/

/Text/ In April 1979 the preliminary results of the All-Union Census of the Population, which was conducted by the organs of state statistics in January of last year, were published in the press. As of the present time, the processing of the first section of materials of the census, which describe the number and composition of the population in terms of sex, marital status, educational level, nationality and language and source of means of livelihood, as well as the number and size of families, has been completed.

The population of the Belorussian SSR, in terms of data which has now been rendered with greater precision, amounted to 9,560,000 on 17 January 1979. In comparison with the previous census of 1970, it has increased by 558,000, or by 6 percent. The increase occurred at a stable rate—on an average of 0.7 percent annually.

The urban population of the Belorussian SSR increased from 3,907,000 in 1970 to 5,263,000 in 1979 and made up 55 percent of the population of the republic as opposed to 43 percent in the last census.

The number of the rural populace was reduced by 797,000 persons as a consequence of the move by a portion of it to residence in cities and also as a result of the transformation of rural population points into urban ones. This objective process was caused by the development of industry and transport, by the large scale of construction work, by mechanization and by a rise in labor productivity in agriculture.

Uninterrupted growth in the educational level, culture and training of specialists is an integral feature of the life of Soviet people. In Belorussia the number of all persons possessing a higher and secondary (complete and incomplete) education, according to the census of 1979, amounted to 4,806,000 people and had increased by 49 percent in comparison with 1970. Significant progress has occurred in bringing the educational level of the urban and rural populace closer together. There were 786 persons per thousand among the working population in the city in 1970 who had a higher and secondary education, while there were 407 in the countryside. In 1979, 881 out of every thousand working people in the city and 585 people per thousand in the countryside had this educational background. The educational level of men and women is coming closer together, while that of working men and women is practically the same.

Nearly 100 nations and peoples reside in Belorussia. During the census, those who were interrogated themselves indicated what their nationality and language were. During the years from 1970 to 1978, the size of the population of the overwhelming majority of nationalities and peoples of the republic increased. The data shows that 79.9 percent of the entire population of the republic consider the language of their own nationality to be their native tongue, while 20.1 percent consider the languages of other nationalities to be their native tongue. The Russian language is playing an important role in the process which is occurring of steadily bringing all Soviet peoples closer together and in the strengthening of their fraternal friendship and cooperation. During the census of 1970 in the republic, the Russian language was named as a second language which 4,082,000 people of various nationalities of the republic had mastered with proficiency. In 1979 their number had increased to 5,094,000 people.

The results of the census of 1979 contain data on the number and size of families. In all, 2,500,000 families were counted, of which 32 percent consist of 2 people, 29 percent consist of 3 people, 25 percent consist of 4 people and 14 percent consist of 5 or more people. The average size of a family (members of the family living together) was 3.3 people, according to the 1979 census.

According to data from the census of the population of 1979, there were 4,628,400 men and women who were married. Their number had grown by 14.5 percent in comparison with 1970.

According to the results of the census, the number of individuals employed in social production amounted to 4,982,000 people, or 16 percent more than in 1970.

More detailed data from the processing of the first section of materials from the census will be published in a brochure prepared by the Belorussian SSR Central Statistical Administration, which will appear in the near future.

The processing of materials from the All-Union Census of the Population is continuing.

8663
CSO: 1823

IMPROVEMENTS IN INCENTIVES TO STIMULATE PRODUCTION EFFICIENCY

Moscow EKONOMICHESKAYA GAZETA in Russian No 1, Jan 80 p 15

[Article by Doctor of Economics G. Sarkisyan: "The Economic Mechanism and the People's Well-Being"]

[Text] Developed socialism is characterized by the harmonious development of all spheres of social life and the economy's more intensive turn toward the growth of the people's well-being and a strengthening of its social orientation. At this stage the more complete unity of society's economic and social development is being achieved and there is increased significance in the social factors of the growth of social productivity. This is explained by the objective need for an increase in the role of management and of the entire economic mechanism in the accomplishment not only of production and scientific-technical but also social tasks, which is provided for in party and government decisions. Back in the first years of Soviet power, V. I. Lenin wrote: "...We have now acquired the historically quite rare opportunity to determine the lengths of time necessary to effect fundamental social changes and we can see clearly now what can be done in 5 years and for what far longer periods are needed" (vol 45, p 385).

The Growing Role of Social Aspects

The real economic prerequisites are being created at the stage of developed socialism for the accomplishment of the large-scale tasks of an upsurge in prosperity, and public expenditure for this purpose is increasing. National income per capita increased 37.4 percent and average real income increased 40.5 percent in 1979 compared with 1970. Whereas in the period 1961-1965 for every 10-percent increase in the national income there was an increase of 8.6 in the population's real income, in 1966-1970 the increase was 9.7 percent, in 1971-1975 it was 10.7 percent and in 1976-1979 it was 10.9 percent.

The further growth in the people's well-being is increasingly being determined by an upsurge in production efficiency and work quality and primarily by the increased efficiency of new equipment and capital investments.

"...To consistently increase the people's well-being," L. I. Brezhnev emphasized at the CPSU Central Committee November (1979) Plenum, "it is essential to pursue the party's policy of an increase in efficiency and quality twice and three times as energetically. There is no alternative to this policy, and it must be pursued constantly in the 11th Five-Year Plan."

The policy of efficiency and quality requires an intensification of the management system's orientation toward an improvement in final national economic results. The economic mechanism is being consistently targeted on this basis toward the fuller satisfaction of growing social requirements and the plan-based accomplishment of the tasks of social development and an upsurge in prosperity. The role of social use value is increasing in the economic mechanism, and management and planning have been orientated still more toward the satisfaction of concrete public and personal requirements on the basis of the balanced development of production and an improvement in the quality of products and their assortment. The unity of economic and social planning is strengthening, and the role of the social aspects of economic planning is growing. The significance of the social criteria of a growth in production efficiency, scientific-technical progress and work quality is increasing considerably in management and planning.

For the purpose of an improvement in controlling the efficiency of social production and increasing its influence on people's well-being the indicators of labor productivity, the quality of products and their nomenclature and of a reduction in the proportion of manual labor have been put forward as being among the basic indicators both in planning and in the system of stimulation. A closer link is being established between the indicators of production efficiency and an increase in the working people's income at all levels of management. The net product will be the basic, common gage of the working people's real contribution to the business of an upsurge in prosperity.

Management of the intersectorial complexes, on which the transformation of labor and an improvement in the population's provision with food and housing conditions directly depend, is of particular importance for an upsurge in the people's well-being. The main thing here is to insure that all tiers of management of the complex and its organizational structure, planning and stimulation be subordinated to the final goal of a growth in prosperity. Thus the mechanism of the management of a unified production complex must, as noted as the CPSU Central Committee November (1979) Plenum, insure the product's continuous and swift passage--from production to the sales counters --and the system of planned indicators and material incentive must insure the interest of the workers of each tier in bringing as large a quantity of high-quality products to the customer as possible.

An improvement in the economic mechanism is also aimed at insuring the fuller satisfaction of effective demand both as a whole and also in relation to specific goods and services. Insofar as the value indicators, primarily normative net and sold output, can now only be changed in line with an an increase in physical-material resources, conditions are being created for the more balanced growth of the working people's cash income and commodity resources. At the same time there is a broadening of the customers' rights and an increase in their influence on the formation of production plans and the evaluation of their fulfillment, and the forms of their relations withthe producers are being perfected.

That Which Is New in Social Planning

In the system of the economic mechanism under socialism a most important place is occupied by the management and planning of social development and an upsurge in the people's living standard. These questions acquired particular urgency in connection with the adoption of the new USSR Constitution, which views society's social basis and social development together and in unity with the political and economic systems and terms the national economic plans of economic and social development.

The advantages of the new social system in the accomplishment of the tasks of prosperity are revealed increasingly fully at the stage of developed socialism. The conditions for the comprehensive development of the personality are being created on a planned basis. Proceeding from this, there is an intensification of the comprehensive approach to the solution of problems of social development at all levels of management and an increase in the role of the state and, primarily, the five-year plan. Plans of social development as an integral part of the state plans will now be formulated at all levels of management.

The solution of these problems requires that the plans reflect all the most important spheres of social development and the increased living standard. For this it is essential primarily to formulate and introduce in planning practice a system of indicators and measures providing for a comprehensive improvement in the socialist way of life and primarily of labor as the basis thereof and the fuller and more concerted satisfaction of people's physical, spiritual and social requirements.

There is increased significance in a differentiated approach to planning the living standard with regard for the specific features of the interests and requirements of social groups of the population and the tendencies of a diminution in class distinctions between people.

The role of the program-goal method and of the elaboration and implementation of specific-target comprehensive programs as an inalienable part of the state forward plans of economic and social development is increasing in the management of social development and an increase in the people's well-being. It is obvious that each planned specific-target program should provide for the comprehensive solution of economic, scientific-technical and social problems. Together with this there should be the increasingly extensive elaboration of special programs for the most urgent social problems.

The role of the normative method is increased in the planning of social development and the growth of prosperity. Together with the norms which are established centrally and which are of all-union significance (length of the work day and week and leave and the norms of housing, work conditions and of the wage rates and salary schedules of workers and employees) norms of the wage fund and the economic incentive and social-cultural measures and housing funds and limits on the number of workers and employees which will be determined for associations and enterprises in the five-year plan and differentiated by year will be extensively introduced in planning practice. There will be an increase in the collectives' financial encouragement for an improvement in the indicators compared with the planned norms. The unconditional fulfillment of the planned targets of an increase in commodity resources, which determine the possibilities of the material guarantee of the working people's living standard and with regard to which the norms are established, is particularly important under the conditions of the extensive applications in planning of norms of the rise in the working people's monetary income.

The tasks of social management broken down by area are growing increasingly complex with the increase in the dimensions of the economy and the creation of new large-scale economic regions. While insuring the implementation of a unified policy in the sphere of labor and its remuneration, prices, social security and housing and social-cultural policy on a countrywide scale it is at the same time a question of increasing the role of territorial planning in the comprehensive solution of questions of social development and a rise in the living standard of the population in each republic, kray, oblast, rayon and city.

An improvement in the planning of social development and an upsurge in prosperity signifies the further democratization of management, an increase in the working people's real participation therein and an extension of the labor collectives' rights. An improvement in the practice of the elaboration of enterprise and association counterplans, which will be an organic component of the plans of economic and social development, is connected with this. It is currently important in the labor collectives' formulation of counterplans to increase the attention paid to finding additional opportunities for the solution of social questions of the work and social life of the workers and their families and a rise in the working people's material and cultural level. There is an increase in the role of the labor collectives and an extension of their rights in the strengthing of labor disciplines and the encouragement of highly productive and conscientious labor.

Prosperity and Labor Incentives

A cardinal direction of an improvement in the economic mechanism is an increase in the stimulating role of a rise in the working people's living standard and its reverse influence on an increase in the growth of social production and labor efficiency. It is being achieved through the establishment of a closer and more direct connection between an upsurge in the working people's well-being and the final results of labor and an increase in its productivity. The increase in the stimulating significance of a rise in the living standard is combined with a strengthening of labor discipline and an increase in responsibility, for which a broad-ranging complex of measures of moral and material influence is being employed. The system of stimulation here will be most effective only on condition of the full satisfaction of effective demand not only in volume but also in structure.

A most important role in the system of stimulating the living standard belongs to distribution according to labor and, primarily, the wage. We would note that until recently the main attention in the sphere of stimulating individual labor results was paid to improving the wage-rate system, and of stimulating collective labor results mainly to the use of the economic incentive and social-cultural measures and housing funds. But the wage fund was planned chiefly in accordance with the level that had been achieved. Despite all its significance, the increase in the wage rates and salary schedules of the workers and employees predominantly form the state budget has had an insufficient stimulating effect on production efficiency and work quality. Yet the wage fund constitutes over nine-tenths of the total fund for the remuneration of workers and employees in the national economy, and the efficiency of the management of wages and the entire system of economic incentives as a whole depends on the perfection of its planning and use.

The task has been put forward at the present stage of a comprehensive improvement in the management of remuneration and particularly in the planning of a wage fund linked with final results. In the organization of wages paramount significance is attached to the extensive application of the most progressive forms of the financial stimulation of high final results, primarily to the brigade form in industry and other sectors of the national economy. There is an increase in the flexibility of the wage-rate system, an important element of which are the additional payments guaranteed by enterprise income; bonuses' dependence on an improvement in qualitative indicators and the fulfillment of obligations concerning product supplies is increased. In sum there is a closer connection between the entire wage and the final results of collective and individual labor.

A particular place is assigned the transition to the normative planning of the wage fund, the material incentive fund and the social-cultural measures and housing fund. Its purpose is to make the amount of resources put at the disposal of the associations and enterprises for remuneration directly dependent on the final results of their activity. It is established that the norms of the wage fund must ensue from technically substantiated labor norms and provide for the preferential growth of labor productivity compared with wages and that the norms of the formation of the material incentive fund must envisage the direct dependence of the amount thereof on labor productivity growth, an improvement in product quality and the fulfillment of contracts for supplies of products to the customers.

The fullest use of the possibilities of the economy of developed socialism in the interests of people's well-being and a rise in the level of social management and planning is an indispensable condition of our society's development on the path toward communism.

8850
CSO: 1823

TRANSPORTATION

AEROFLOT FLIGHT SCHEDULE FOR PULKOVO AND RZHEVKA AIRPORTS

Leningrad LENINGRADSKAYA PRAVDA in Russian 20 Dec 79 p 4

/Flight schedule:_ "Aeroflot Traffic From 1 Jan 80 from the Pulkovo and Rzhevka Airports"_7

/Text_7 Advance booking of flight tickets begins 15 days before departure. Reserved seats for flights with transfers in Moscow--14 days before departure, and through another city--15 days before take-off. Orders for flight tickets including delivery to home and work are accepted 15 days beforehand by telephone: 225-29-29. Orders are taken daily from 0800--2000 hours; on Sundays--from 0800-1800 hours. Return tickets are sold 2 months in advance and sales stop 16 days before the return flight departs from the airport.

Aeroflot Booking Offices: Vasil'yevskiy Rayon--V. O., 8-aya Liniya, 53;
Vyborgskiy Rayon--Pr. Karl Marx, 74;
Dzerzhinskiy Rayon--Konyushennaya Pl., 1;
Kalininskiy Rayon--Aprel'skaya Ul., 5; Kondrat'yevskiy Pr., 33;

At the Finland Station:
Kirovskiy Rayon--Bul'var Novatorov, 28;
Kuybyshevskiy Rayon--Nevskiy Pr., 7/9 (Central Agency for Air Service),
Nab. Kanala Griboyedova, 24;
Leninskiy Rayon--Sovetskaya Hotel
Moscow Rayon--Mir Hotel, Moscovskaya Metro Station, Zastavskaya Ul., 28;
Nevskiy Rayon--Ivanovskaya Ul., 7;
Petrogradskiy Rayon--Ul. Skorokhodova, 1, Ul. Bol'shaya Zelenina, 17;
Smol'ninskiy Rayon--Ul. Vosstaniya, 23;
Frunzenskiy Rayon--Pr. Slavy, 43/49;
Voinskaya Booking Office--Kirpichniy Per., 3. Booking offices also operate at the Pulkovo and Rzhevka airports

Detailed information concerning flights can be received at these telephone numbers: 210-00-77, 215-00-18

Airport of Destination	From Leningrad			Airport of Depart.	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Alma-Ata	4258	22-00	3,5,7	Pulkovo	72	IL-62	02-55	4257	[illegible]	3,5,7
Aktyubinsk	4348	12-55	2,6	Pulkovo	44	IL-18	16-55	4347	[illegible]	2,6
Arkhangel'sk	r-105	09-35	1,3,5,7	Rzhevka	20	YaK-40	12-35	r-106	[illegible]	1,3,5,7
Arkhangel'sk	8946	09-55	daily	Pulkovo	20	TU-134	11-25	8945	08-55	daily
Arkhangel'sk	8307	11-25	daily	Pulkovo	20	TU-134	12-55	8308	15-25	daily
Arkhangel'sk	8948	11-50	daily	Pulkovo	20	TU-134	13-20	8947	11-40	daily
Arkhangel'sk	8950	14-35	daily	Pulkovo	20	TU-134	16-05	8949	13-45	daily
Arkhangel'sk	8938	15-35	2,4,6	Pulkovo	20	TU-134	17-05	8937	19-20	2,4,6
Arkhangel'sk til 28/II	8427	16-20	1,3,5	Pulkovo	20	TU-134	17-50	8428	20-45	1,3,5
Arkhangel'sk from 1/III	8427	16-20	1,3,5,7	Pulkovo	20	TU-134	17-50	8428	20-35	1,3,5,7
Arkhangel'sk	8952	16-40	daily	Pulkovo	20	TU-134	18-10	8951	15-50	daily
Arkhangel'sk	8954	20-25	daily	Pulkovo	20	TU-134	21-55	8958	19-30	daily
Ashkhabad	5248	14-55	2,4,6	Pulkovo	66	IL-18	24-00	5247	14-00	2,4,6
Ashkhabad	5252	16-15	3,7	Pulkovo	66	IL-18	00-30	5251	15-15	3,7
Astrakhan'	8543	15-55	4,5,7	Pulkovo	40	TU-134	19-10	8544	23-55	4,5,7
Baku til 20/IV	6710	17-35	1,3,4,5,6,7	Pulkovo	52	TU-154	21-25	6709	16-10	1,3,4,5,6,7
Baku from 21/IV	6710	17-35	daily	Pulkovo	52	TU-154	21-25	6709	16-10	daily
Barnaul	8589	08-40	1,3	Pulkovo	66	TU-154	09-35	8490	10-05	2,4
Batumi	7084	01-35	1,2,4,6	Pulkovo	47	TU-134	06-50	7033	20-55	1,3,5,7
Bratsk	8503	12-10	1,2,4,6	Pulkovo	83	TU-154	19-30	8504	20-10	2,3,5,7
Bratsk	8483	12-35	3,5,7	Pulkovo	83	TU-154	20-05	8484	17-15	1,4,6
Bryansk	f-354	11-05	1,5	Rzhevka	22	YaK-40	13-30	f-353	10-15	1,5
Volgograd	8547	07-45	daily	Pulkovo	34	TU-134	10-15	8548	13-50	daily
Volgograd	8549	15-20	daily	Pulkovo	34	TU-134	17-50	8550	21-30	daily
Vorkuta	8866	15-30	3,7	Pulkovo	43	TU-134	19-40	8865	14-25	3,7
Vologda	r-611	11-25	daily	Rzhevka	17	YaK-40	12-55	r-612	10-20	daily
Vologda	shch-192	15-30	1,2,4,6	Rzhevka	17	YaK-40	17-10	shch-191	14-25	1,2,4,6
Vologda	r-613	18-55	daily	Rzhevka	17	YaK-40	20-25	r-614	18-00	daily
Vologda				Rzhevka	17	YaK-40		8274	18-40	3,5,7

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Voroshilovgrad	7522	22-35	daily	Pulkovo	33	TU-134	01-00	7521	21-35	daily
Voronezh	2604	12-10	daily	Pulkovo	26	TU-134	14-05	2603	11-15	daily
Voronezh	2524	19-15	2,4,6	Pulkovo	26	TU-134	21-10	2523	12-10	2,4,6
Velikiye Luki	r-43	11-05	1,3,5,6,7	Pulkovo	14	AN-24	12-30	r-44	20-45	1,3,5,6,7
Ventspils	L-86	12-05	1,5	Rzhevka	19	YaK-40	13-55	L-85	16-50	1,5
Vil'nyus	8044	09-25	1,5	Pulkovo	18	TU-134	10-50	9043	08-30	1,5
Vil'nyus	8056	15-00	2,6	Pulkovo	18	TU-134	16-25	8055	08-30	2,6
Vil'nyus	8046	20-40	daily	Pulkovo	18	TU-134	22-05	8045	19-30	daily
Vinnitsa	7612	13-50	1,3	Pulkovo	30	TU-134	16-10	7611	19-55	1,3
Vladivostok	8489	03-40	1,3	Pulkovo	140	TU-154	17-35	8490	10-45	2,4
Vladivostok	8481	03-45	2,5	Pulkovo	140	TU-154	17-45	8482	10-00	3,6
Vladivostok	8483	12-35	3,5,7	Pulkovo	140	TU-154	01-40	8484	17-35	1,4,6
Vladivostok	8491	03-45	4,6,7	Pulkovo	140	TU-154	07-45	8492	10-25	1,5,7
Gor'kiy from 25/II	3574	07-50	1,2,4,6	Pulkovo	25	TU-154	09-40	3573	06-20	1,2,4,6
Gor'kiy	5714	17-15	1,3,4,5,7	Pulkovo	25	TU-134	19-10	5713	10-40	1,3,4,5,7
Gor'kiy til 24/II	3574	19-35	1,3,5,7	Pulkovo	25	TU-154	21-25	3573	17-55	1,3,5,7
Groznyy til 24/IV	6510	14-05	1,3,4,5,7	Pulkovo	46	TU-134	19-20	6509	13-35	1,3,4,5,7
Groznyy from 25/IV	6510	14-05	daily	Pulkovo	46	TU-134	19-20	6509	13-35	daily
Dnepropetrovsk	8631	17-15	3,5,7	Pulkovo	33	TU-154	19-35	3632	23-00	3,5,7
Donetsk	8627	17-25	1,3,4,5	Pulkovo	34	TU-154	19-50	8628	23-15	1,3,4,5
Dushanbe	4898	12-15	3,5	Pulkovo	72	TU-154	19-10	4897	00-30	3,5
Yerevan til 29/II	7216	11-55	1,3,4,5,7	Pulkovo	52	TU-154	15-35	7215	10-35	1,3,4,5,7
Yerevan from 1/III	7216	11-55	exc. 6	Pulkovo	52	TU-154	15-35	7215	10-35	exc. 6
Zaporozh'ye	8625	07-55	3,5,7	Pulkovo	34	TU-134	10-20	8626	13-45	3,5,7
Ivanovo	5806	14-45	daily	Rzhevka	20	AN-24	16-55	5805	14-00	daily
Ivanovo	5804	18-35	1,3,5,7	Rzhevka	20	AN-24	20-45	5803	17-50	1,3,5,7
Iv. Frankovsk	8637	15-55	daily	Pulkovo	30	AN-24	20-55	8638	11-40	daily

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Izhevsk	8519	08-30	exc. 1,6,	Pulkovo	32	TU-134	10-40	3520	14-05	exc. 1,6
Izhevsk	3200	14-25	2,3,4,6,7	Pulkovo	32	TU-134	16-35	3199	13-20	2,3,4,6,7
Irkutsk	3740	19-10	daily	Pulkovo	89	TU-154	02-45	3739	17-50	daily
Kazan'	4898	12-25	3,5	Pulkovo	30	TU-154	14-40	4897	00-30	3,5
Kazan'	5530	19-30	daily	Pulkovo	30	TU-134	21-45	5529	18-35	daily
Kaliningrad	8665	07-55	1,3,5,7	Pulkovo	24	TU-134	00-45	8666	12-30	1,3,5,7
Kaliningrad	8937	10-10	2,4,6	Pulkovo	24	TU-134	12-00	8938	14-45	2,4,6
Kaliningrad	8753	13-15	2,4,6	Pulkovo	24	TU-134	15-05	8754	17-45	2,4,6
Kaliningrad	8667	14-15	2,3,5	Pulkovo	24	TU-134	16-05	8668	18-50	2,3,5
Karaganda	4346	12-55	3,7	Pulkovo	62	IL-18	20-25	4345	12-00	3,7
Karaganda	4348	12-55	2,6	Pulkovo	62	IL-18	20-20	4347	12-00	2,6
Kaluga	f-1726	13-40	1,3,5,7	Rzhevka	20	AN-24	16-00	f-1725	12-40	1,3,5,7
Kaunas	ch-62	10-45	1,3,5	Rzhevka	20	YaK-40	13-00	ch-61	10-05	1,3,5
Kemerovo	8481	03-45	2,5	Pulkovo	66	TU-154	00-40	8482	10-00	3,6
Kiev	7084	01-35	1,2,4,6	Pulkovo	27	TU-134	03-45	7083	20-55	1,3,5,7
Kiev	7030	03-00	2,4,5,7	Pulkovo	27	TU-134	05-10	7029	21-20	1,3,4,6
Kiev	8641	11-50	daily	Pulkovo	27	TU-154	13-55	8642	16-50	daily
Kiev	8751	19-15	2,4,6	Pulkovo	27	TU-154	21-20	8752	00-15	3,5,7
Kiev	8643	20-25	daily	Pulkovo	27	TU-154	22-30	8644	19-25	daily
Kirov	8529	06-50	1,3,5	Pulkovo	26	TU-134	08-40	8530	11-35	1,3,5
Kirov	8273	11-15	3,5,7	Rzhevka	26	YaK-40	14-00	8274	18-40	3,5,7
Kirov	shch-192	15-30	1,2,4,6	Rzhevka	26	YaK-40	19-05	shch-191	14-25	1,2,4,6
Kirovograd	7562	16-55	daily	Rzhevka	31	YaK-40	21-55	7561	16-15	daily
Kirovsk	r-31	07-25	daily	Pulkovo	24	AN-24	10-15	r-32	13-40	daily
Kirovsk	r-37	12-20	daily	Pulkovo	24	AN-24	15-15	r-38	15-05	daily
Kirovsk	r-33	14-25	daily	Pulkovo	24	AN-24	17-15	r-34	20-40	daily
Kishinev	7720	18-15	1,3,4,5,7	Pulkovo	34	TU-134	20-50	7719	11-30	1,3,4,5,7
Kishinev	7632	18-55	daily	Pulkovo	34	TU-134	21-30	7631	17-55	daily
Kokchetav	8715	19-50	2,4,6	Pulkovo	50	TU-134	00-50	8716	12-55	3,5,7
Kotlas	A-816	18-05	daily	Rzhevka	25	YaK-40	20-20	A-815	17-25	daily
Kotlas	A-818	11-40	3,5,7	Rzhevka	25	YaK-40	17-55	A-817	11-00	3,5,7
Krasnovodsk	5248	14-55	2,4,6	Pulkovo	56	IL-18	22-00	5247	14-00	2,4,6

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Krasnodar	8571	07-10	1,4,6	Pulkovo	38	TU-134	10-15	8572	14-30	1,4,6
Krasnodar	8569	14-05	daily	Pulkovo	38	TU-134	17-10	8570	21-15	daily
Krasnoyarsk from 25/II	3574	07-50	1,2,4,6	Pulkovo	74	TU-154	15-05	3573	06-20	1,2,4,6
Krasnoyarsk til 24/II	3574	19-35	1,3,5,7	Pulkovo	74	TU-154	02-55	3573	17-55	1,3,5,7
Krivoy Rog	7614	13-50	5,7	Pulkovo	34	TU-134	16-25	7613	19-55	5,7
Kuybyshev	5418	10-55	daily	Pulkovo	34	TU-154	13-10	5417	09-45	daily
Kustanay	8713	19-50	1,3,5,7	Pulkovo	45	TU-134	00-35	8714	12-55	1,2,4,6
Kutaisi	7030	03-00	2,4,5,7	Pulkovo	46	TU-134	08-10	7029	21-20	1,3,4,6

(On the 28th of each month, the landing is in Tbilisi instead of Kutaisi)

Liyepaya	L-126	14-00	daily	Rzhevka	19	AN-24	17-15			
Lipetsk	f-1272	13-05	1,3,5,7	Rzhevka	25	YaK-40	15-55	f-1271	11-50	1,3,5,7
L'vov	8677	13-35	daily	Pulkovo	28	TU-134	15-50	8678	18-55	daily
L'vov	8679	21-05	daily	Pulkovo	28	TU-134	23-20	8680	02-25	daily
Magnitogorsk	4346	12-55	3,7	Pulkovo	42	IL-18	16-30	4345	12-00	3,7
Min. Vody	8559	08-10	daily	Pulkovo	41	TU-154	11-05	8560	15-05	daily
Min. Vody	8557	17-50	2,3,7	Pulkovo	41	TU-154	20-45	8558	00-45	1,3,4
Minsk	7396	09-40	3,5,7	Rzhevka	19	YaK-40	12-10	7395	15-10	2,4,6
Minsk	7842	09-55	daily	Pulkovo	19	TU-134	11-30	7841	09-05	daily
Minsk	7410	13-25	daily	Rzhevka	19	AN-24	16-00	7409	12-55	daily
Minsk	7562	16-55	daily	Rzhevka	19	YaK-40	19-25	7561	16-15	daily
Minsk	7846	20-00	1,3,5,7	Pulkovo	19	TU-134	21-35	7845	19-10	1,3,5,7
Minsk	7854	22-00	daily	Pulkovo	19	TU-134	23-35	7853	15-15	daily
Moscow (Sheremet'yevo)	2444	04-45	daily	Pulkovo	18	TU-134	06-05	2443	11-55	daily
"	2414	06-50	7	Pulkovo	18	TU-134	08-10	2413	10-35	7
"	2446	07-40	1,5,6	Pulkovo	18	TU-134	09-00	2445	16-25	1,5,6
"	2418	10-25	2,4,5,6,7	Pulkovo	18	TU-134	11-45	2417	14-15	2,4,5,6,7
"	2416	12-15	daily	Pulkovo	18	TU-134	13-35	2415	16-05	daily
"	2420	14-10	daily	Pulkovo	18	TU-134	15-30	2419	17-55	daily

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Moscow (Sheremet'yevo)	2426	15-[illegible]	[illegible]	Pulkovo	[illegible]	[illegible]	17-[illegible]	[illegible]	[illegible]	[illegible]
"	2432	16-45	daily	Pulkovo	18	TU-134	18-05	[illegible]	[illegible]	daily
"	2422	18-[illegible]	1,5,7	Pulkovo	18	TU-134	20-10	[illegible]	[illegible]	daily
"	2402	19-15	7	Pulkovo	18	TU-154	20-35	2401	13-2[illegible]	7
"	2410	17-15	exc. 7	Pulkovo	18	TU-134	18-45	[illegible]	[illegible]	exc. 7
"	2430	20-35	1,2,3,4,6	Pulkovo	18	TU-134	21-55	2429	00-30	2,3,4,5,7
Murmansk	8752	01-15	3,5,7	Pulkovo	26	TU-154	03-10	8751	16-15	2,4,6
"	8697	03-55	daily	Pulkovo	26	TU-134	05-55	8698	12-10	daily
"	8699	06-50	1,3,5,7	Pulkovo	26	TU-154	08-45	8700	13-15	1,3,5,7
"	8701	06-50	2,4,6	Pulkovo	26	TU-154	08-45	8702	06-10	3,5,7
"	8691	07-35	2,4,6	Pulkovo	26	TU-134	09-35	8692	23-30	2,4,6
"	8703	08-20	2,4,6	Pulkovo	26	TU-154	10-15	8704	02-05	3,5,7
"	8055	09-25	2,6	Pulkovo	26	TU-134	11-25	8056	14-10	2,6
"	5713	11-35	1,3,4,5,7	Pulkovo	26	TU-134	13-35	5714	16-20	1,3,4,5,7
"	7719	12-35	1,3,4,5,7	Pulkovo	26	TU-134	14-35	7720	17-25	1,3,4,5,7
"	2523	13-15	2,4,6	Pulkovo	26	TU-134	15-15	2524	18-20	2,4,6
"	8687	15-45	daily	Pulkovo	26	TU-154	17-40	8688	03-20	daily
"	7853	16-15	daily	Pulkovo	26	TU-134	18-15	7854	21-05	daily
"	8754	18-45	2,4,6	Pulkovo	26	TU-134	20-45	8753	12-30	2,4,6
"	8748	21-15	2,4,6	Pulkovo	26	TU-154	23-10	8747	13-15	2,4,6
Nab. Chelny	8517	14-25	3,5,7	Pulkovo	35	TU-134	16-50	8518	20-25	3,5,7
Nikolayev	8621	16-50	exc. 4	Pulkovo	33	TU-134	19-25	8622	22-50	exc. 4
Novgorod	r-106	16-40	1,3,5,7	Rzhevka	7	YaK-40	17-35	r-105	09-05	1,3,5,7
Novosibirsk	3338	21-45	daily	Pulkovo	62	TU-154	01-55	3337	20-20	daily
Odessa	8657	06-20	1,2,3,4,7	Pulkovo	34	TU-154	08-55	8658	12-20	1,2,3,4.
Odessa	8747	14-15	2,4,6	Pulkovo	34	TU-154	16-50	8748	20-15	2,4,6
Odessa	8659	17-45	5,6	Pulkovo	34	TU-154	20-20	8660	23-45	5,6
Orenburg	8539	21-15	1,3,5,7	Pulkovo	40	TU-134	00-10	8540	11-30	1,2,4,6
Orenburg	8513	23-20	1,3,4,6,7	Pulkovo	40	TU-134	02-15	8514	06-30	1,2,4,5,7
Omsk	8503	12-10	1,2,4,6	Pulkovo	52	TU-154	15-50	8504	20-10	2,3,5,7
Omsk	4714	22-45	1,3,5	Pulkovo	52	TU-154	02-25	4713	21-40	1,3,5
Palanga til 29/II	8112	10-15	1,2,4,5,6	Pulkovo	19	TU-134	11-45	8111	09-15	1,2,4,5,6

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Palanga from 1/III	8112	10-15	exc. 7	Pulkovo	19	TU-134	11-45	8111	09-15	exc. 7
Perm'	3102	09-55	1,2,4,5,6	Pulkovo	33	TU-154	12-05	3101	16-10	1,2,4,5,6
Petrozavodsk	r-41	07-00	daily	Pulkovo	12	AN-24	08-20	r-42	10-10	daily
Petrozavodsk	r-105	09-35	1,3,5,7	Rzhevka	12	YaK-40	10-45	r-106	16-10	1,3,5,7
P. Kamchatskiy	8503	12-10	1,2,4,6	Pulkovo	184	TU-154	02-50	8504	20-10	2,3,5,7
P. Kazakhskiy	8489	03-40	1,3	Pulkovo	47	TU-154	06-50	8490	10-05	2,4
Pskov	8637	15-55	daily	Pulkovo	11	AN-24	17-15	8638	11-40	daily
Pskov	r-28	21-55	3,7	Pulkovo	11	AN-24	23-10	r-27	20-00	3,7
Pskov	r-26	20-15	2,5	Pulkovo	11	AN-24	21-30	r-25	20-00	2,5
Pskov	r-24	15-55	2,4,6	Pulkovo	11	AN-24	17-00	r-23	11-40	3,5,7
Riga	L-124	10-30	daily	Rzhevka	16	AN-24	12-15	L-123	09-50	daily
Riga	L-126	14-00	daily	Rzhevka	16	AN-24	15-45	L-125	13-20	daily
Riga	8308	16-00	daily	Pulkovo	16	TU-134	17-10	8307	10-40	daily
Riga	L-34	17-20	1,5	Rzhevka	16	YaK-40	18-55	L-33	11-30	1,5
Riga	L-122	19-05	daily	Rzhevka	16	AN-24	20-50	L-121	18-25	daily
Riga	8274	19-15	3,5,7	Rzhevka	16	YaK-40	20-50	8273	10-35	3,5,7
Rostov-na-Dony til 31/III	6110	12-20	2,3,4,6,7	Pulkovo	34	TU-154	14-50	6109	11-20	2,3,4,6,7
Rostov-na-Dony from 1/IV	6110	12-20	1,2,3,4, 6,7	Pulkovo	34	TU-154	14-50	6109	11-20	1,2,3,4, 6,7
Rostov-na-Dony til 24/IV	6510	14-05	1,3,4,5,7	Pulkovo	34	TU-134	16-40	6509	13-05	1,3,4,5,7
Rostov-na-Dony from 25/IV	6510	14-05	daily	Pulkovo	34	TU-134	16-40	6509	13-05	daily
Samarkand	8539	21-15	1,3,5,7	Pulkovo	68	TU-134	03-35	8540	11-30	1,2,4,6
Saratov	5806	14-45	daily	Rzhevka	31	AN-24	21-10	5805	14-00	daily
Saratov	5004	18-35	1,3,5,7	Rzhevka	31	AN-24	23-45	5803	17-50	1,3,5,7
Saransk	5806	14-45	daily	Rzhevka	28	AN-24	19-20	5805	14-00	daily
Sverdlovsk	2944	12-40	2,4,5,6,7	Pulkovo	38	TU-154	15-15	2943	11-20	2,4,5,6,7
Sverdlovsk	2946	17-30	1,2,4,5,6	Pulkovo	38	TU-154	20-05	2945	08-30	1,2,4,5,6
Sverdlovsk	3740	19-10	daily	Pulkovo	38	TU-154	21-45	3740	17-50	daily

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Sverdlovsk	4710	22-45	2,4,6,7	Pulkovo	38	TU-154	01-20	4709	20-50	2,4,6,7
Semipalatinsk	8713	19-50	1,3,5,7	Pulkovo	66	TU-134	03-35	8714	12-55	1,2,4,6
Simferopol'	8611	08-45	daily	Pulkovo	39	TU-154	11-35	8612	15-35	daily
Simferopol' from 2/II	8607	22-40	5,6	Pulkovo	39	TU-154	01-30	8608	15-10	6,7
Sochi	8583	09-25	1,3,4,5,7	Pulkovo	42	TU-154	12-30	8584	16-45	1,3,4,5,7
Sochi from 11/III	8589	17-00	5,6,7	Pulkovo	42	TU-154	20-05	8590	10-00	1,6,7
Sochi til 10/III	8589	17-05	5,6,7	Pulkovo	42	TU-134	20-30	8590	00-50	1,6,7
Sukhumi	8597	00-55	1,3,5,7	Pulkovo	44	TU-154	04-10	8598	08-30	1,3,5,7
Syktyvkar	8822	13-50	daily	Pulkovo	27	TU-134	15-40	8821	18-50	daily
Syktyvkar	8866	15-30	3,7	Pulkovo	27	TU-134	17-20	8865	14-25	3,7
Syktyvkar	8713	19-50	1,3,5,7	Pulkovo	27	TU-134	21-40	8714	12-55	1,2,4,6
Syktyvkar	8715	19-50	2,4,6	Pulkovo	27	TU-134	21-40	8716	12-55	3,5,7
Tallin til 29/II	8428	20-55	1,3,5	Pulkovo	12	TU-134	22-00	8427	15-30	1,3,5
Tallin from 1/III	8428	20-55	1,3,5,7	Pulkovo	12	TU-134	22-00	8427	15-30	1,3,5,7
Tallin til 31/III	8424	21-35	1,2,4,7	Pulkovo	12	TU-134	22-40	8423	20-40	1,2,4,7
Tallin from 1/IV	8424	21-35	1,3,4,6,7	Pulkovo	12	TU-134	22-40	8423	20-40	1,3,4,6,7
Tambov	f-1726	13-40	1,3,5,7	Rzhevka	29	AN-24	18-05	f-1725	12-40	1,3,5,7
Tashkent	5060	00-40	daily	Pulkovo	63	IL-62	05-30	5059	22-45	daily
Tbilisi	6882	10-25	daily	Pulkovo	50	TU-154	13-50	6881	09-20	daily
Tomsk	8491	03-45	4,6,7	Pulkovo	66	TU-154	09-50	8402	10-05	1,5,7
Tyumen'	8481	03-45	2,5	Pulkovo	43	TU-154	06-40	8482	10-00	3,6
Tyumen'	3200	14-25	2,3,4,6,7	Pulkovo	43	TU-134	18-50	3199	13-20	2,3,4,6,7
Tula	f-1854	16-25	3,5,7	Rzhevka	21	AN-24	18-55	f-1853	15-30	3,5,7
Ust'--Kamenogorsk	8715	19-50	2,4,6	Pulkovo	72	TU-134	03-25	8716	12-55	3,5,7
Ufa	8511	01-20	daily	Pulkovo	38	TU-154	03-50	8512	08-10	daily
Ufa	8491	03-45	4,6,7	Pulkovo	38	TU-154	06-15	8492	10-05	1,5,7
Ukhta	8854	15-50	2,4,6	Pulkovo	32	TU-134	18-00	8853	14-55	2,4,6
Frunze	4710	22-45	2,4,6,7	Pulkovo	72	TU-154	05-10	4709	20-50	2,4,6,7

Airport of Destination	From Leningrad			Airport of Depart	Ticket Cost	Type of Plane	Arrival Time	To Leningrad		
	Flight No	Depart Time	Days of Week					Flight No	Arrival Time	Days of Week
Frunze	4714	22-45	1,3,5	Pulkovo	72	TU-154	05-40	4713	21-40	1,3,5
Khar'kov	7444	13-50	2,4,6	Pulkovo	28	TU-134	16-00	7413	12-50	2,4,6
Khar'kov	5248	14-55	2,4,6	Pulkovo	28	IL-18	17-40	5247	14-00	2,4,6
Khar'kov	5252	16-15	3,7	Pulkovo	28	IL-18	19-00	5251	15-15	3,7
Khar'kov	7442	21-05	1,3,5,7	Pulkovo	28	TU-134	23-15	7441	12-50	1,3,5,7
Kabarovsk	3832	19-15	2,4,6,7	Pulkovo	128	IL-62	02-40	3831	16-05	2,4,6,7
Khmel'nitskiy til 31/III	7396	09-40	3,5,7	Rzhevka	29	YaK-40	14-20	7395	15-10	2,4,6
Khmel'nitskiy from 1/IV	7396	09-40	daily	Rzhevka	29	YaK-40	14-20	7395	15-10	daily
Kherson	7410	13-25	daily	Rzhevka	34	AN-24	19-15	7409	12-55	daily
Chelyabinsk	8525	00-50	2,4,6	Pulkovo	41	TU-154	03-35	8526	07-40	2,4,6
Chelyabinsk	8483	12-35	3,5,7	Pulkovo	41	TU-154	15-20	8484	17-15	1,4,6
Chelyabinsk	8523	18-40	1,3,5,6,7	Pulkovo	41	TU-154	21-25	8524	09-30	1,2,4,6,7
Cherkassy	r-43	11-05	1,3,5,6,7	Pulkovo	30	AN-24	15-45	r-44	20-05	1,3,5,6,7
Chita	8489	03-40	1,3	Pulkovo	98	TU-154	13-15	8490	10-05	2,4
Chita	8481	03-45	2,5	Pulkovo	98	TU-154	13-25	8482	10-00	3,6
Chita	8491	03-45	4,6,7	Pulkovo	98	TU-154	13-25	8491	10-05	1,5,7
Yakutsk	8503	12-10	1,2,4,6	Pulkovo	140	TU-154	23-00	8504	20-10	2,3,5,7
LOCAL AIRLINES (Departures from Rzhevka Airport)										
Andronovskoye	r-83	10-08	daily		11	AN-2	12-00	r-84	15-50	daily
Belozersk	r-71	09-00	daily		14	AN-2	11-20	r-72	14-08	daily
Belozersk	r-617	15-15	daily		14	AN-2	17-30	r-618	14-15	daily
Vozvesen'ye	r-83	10-08	daily		13	AN-2	12-20	r-84	15-50	daily
Vytegra	r-83	10-08	daily		14	AN-2	12-50	r-84	15-50	daily
Lodeynoye Pole	r-83	10-08	daily		9	AN-2	11-28	r-84	15-50	daily

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TRANSPORTATION

BELORUSSIAN RAILROAD SYSTEM ANNOUNCES GOALS FOR 1980

Moscow GUDOK in Russian 18 Jan 80 p 1

[Article: "At the Table it's Business: Socialist Commitments of the Order of Lenin Belorussian Railroad Collective for 1980"]

[Text] Following the decisions of the November (1979) Plenum of the Party's Central Committee, the positions and conclusions drawn at this Plenum by Comrade L. I. Brezhnev, as well as in striving to meet the 110th birthday of V. I. Lenin in a worthy manner, the workers of the Belorussian Railroad have accepted a counter-plan and have made Socialist commitments for 1980.

It was resolved to accomplish the yearly plan for traffic by 30 December and to ship no less than 200,000 tons of cargo beyond the annual plan, including 100,000 tons by 22 April.

The following points were further resolved: to overfulfill the assignments set by the plan for labor productivity by 0.1 percent, the average daily productivity of a locomotive by 2000 ton-kilometers gross, to reduce the cost of shipments by 0.1 percent and to produce no less than 200,000 rubles income beyond the plan.

--To free cars to assure transportation of produce above the plan by reducing the idle time of cars at stations and on spurs and by increasing the static load of no less than 25,000 cars.

--To achieve a state in which no less than 53.7 percent of the cars loaded on the line are dispatched along their routes.

--To save no less than 2,800 tons of diesel fuel and one million kilowatt-hours of electricity.

--To transport 25 million tons of cargo beyond the weight norms in heavy rolling stock, including no less than six million tons by 22 April.

--To insure the safety of train movement reliably and to introduce new automation and signaling devices and modernize the existing ones in order to do this.

--To improve the number evaluation of the track condition by five percent toward the Ministry of Transportation's quota. To increase the speed of trains over 300 kilometers of mainlines and 27 stations by carrying out a set of planned preventive and repair operations.

--To insure the fullest satisfaction of the requirements of the people for passenger service by further improving the cultured nature of passenger services. To transport the participants and guests for the 1980 Olympic Games at a high level. To carry out operations to improve the architectural and artistic appearance of stations and terminals and to improve the public services and amenities of the territories on the whole line, primarily on the Brest-Moscow route, along which the olympic trains will travel.

--To develop and put into production 8,820 inventions and rationalization proposals with an economic effect of R 4.5 million.

--To complete the annual plan for construction and installation work by 25 December and to turn over no less than 85 percent of the projects with an evaluation of "good" or "excellent."

Accepting the counter-plan and socialist commitments, we call upon the collectives of the Pribaltiyskaya and L'vovskaya lines to continue a traditional competition during the current year. We will also continue to expand international socialist competition with the Central Railroad District of the Polish People's Republic.

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TRANSPORTATION

RAILROAD PERFORMANCE FOR MONTH OF DECEMBER NOTED

Moscow GUDOK in Russian 18 Jan 80 p 2

[Article entitled: "Track condition: Totals for December"]

[Text] Railroad workers labored under complex weather conditions in December of last year. Low temperatures and blizzards complicated their work on lines in the Ural Mountains, Siberia and the Far East. Much precipitation in the form of rain and wet snow fell on the lines in the Ukraine. However, many collectives displayed a high degree of organization and successfully coped with their assigned tasks.

The railroad workers of the Eastern Siberian and Belorussian maintain their track in outstanding conditions. Noticeable improvements occurred on the Gor'kovskaya, Far East, Moldavian, Northern, Pribaltiyskaya, Trans-Baikal, Western Siberian and Donetsksya lines.

However, characteristics were worse on the whole throughout the rail network then they were in 1978. The number evaluation increased, the number of kilometers maintained in unsatisfactory condition increased and there were serious shortcomings in providing for the safety of train traffic on the Tselinnaya, Privolzhskaya, Kemerovskaya and Krasnoyarskaya lines. The railroad workers on these mainlines did not always detect and eliminate flaws which arose in a timely manner. It is precisely here that we have about 40 percent of all the kilometers which are maintained in unsatisfactory condition, and the train speed is restricted on many of them. This is the result of a low level of the organization of day-to-day track maintainance.

The heads of track maintainance for these lines should evaluate the situations which have been created critically and take urgent steps to eliminate the shortcomings in the shortest period of time and to insure normal operations in winter.

According to forecasts, the weather conditions in January-February will be even more complex, and it is therefore necessary to put the entire inventory of track measuring and flaw detector cars on a two-shift work schedule. It is necessary to detect the blistered places in the tie cribs which were found upon analysis of track measurement tapes and on-site inspection and eliminate the faults. We are faced with carefully inspecting all of the defective sections, cleaning snow from the rails and fasteners and keeping a traffic supervisor's account on the track sections of faults which are detected.

A daily inspection of the gage by experienced repairmen and crew chiefs must now be provided on all sections where there are no track walkers, and it is also necessary to introduce supplementary walking inspection at temperatures below 25 degrees. Furthermore, it is necessary to make up a reserve based on kilometrage, and at stations at the ends of an open run in which rail failure is increased, to create a revolving fund to return them rapidly to the line.

The railroad workers of the Eastern Siberian, Belorussian and Gor'kovskaya railroads occupy the first three places based on work totals in December. The last three places are occupied by collectives of the Kemerovskaya, Privolzhskaya and Tselinnaya lines.

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TRANSPORTATION

NEED FOR DEVELOPMENT OF RIVER FLEET DISCUSSED

Moscow SOVETSKAYA ROSSIYA in Russian 16 Nov 79 p 2

[Article by L. Bagrov, Minister of the River Fleet, RSFSR: "Into the Channel of Efficiency"]

[Text] The Russian river fleet is an important link in the country's transportation system. It has a number of indisputable economic advantages over the other means of transportation. In particular, the cost of delivering freight by water in the central regions of the European part of the country is only two-thirds that by rail, and the labor productivity is half again as much. Today, not a single area of the national economy can get by without river transportation. Nevertheless, the potentials of the river fleet are being inadequately used.

This fact is mentioned in a highly exacting manner in the decree of the CPSU Central Committee and the USSR Council of Ministers "On Measures for the Development of River Transportation in 1981-1985". In particular, it is emphasized in this important document that certain ministries and departments are underutilizing river transportation for delivery of large-tonnage loads to enterprises and transfer points near water routes.

Let us take the transportation of a cargo important to our economy such as lumber for an example. Statistics indicate that the quantities of timber towed in rafts have not only not increased for a number of years, but have even declined by 10 million cubic meters. The situation is the same with the transportation of lumber in ships; the volume has fallen off by 1.5 million cubic meters. And during this very same time, paper and pulp and wood-processing plants have been built and put into operation on the Severnaya Dvina, Vychegda, Volga, Angara Rivers. Who should bring the timber to them it seems, if not the river transport workers? Economics also votes in favor of this approach. Judge for yourselves: towing thousands of cubic meters of lumber in rafts over a distance of 1,000 kilometers is 4-5 times less expensive than delivery of the same volume over the same distance by rail.

The river transport workers could increase the rafts'volumes to 90 million cubic meters and lumber transported in ships to 25-30 million cubic meters, today. What is preventing this? Inertia? The unfounded orientation of many ministries and departments exclusively towards rail transportation, although everyone knows how overloaded our 'highways of steel' are, particularly in the summertime during the period of high volume agricultural traffic?

In the near future, tens of millions of tons of cargo should be shifted to the Russian Federation's river transportation system, of this volume one third is petroleum and petroleum products. Specialists have estimated that shipping them by water is only 2/9 as costly as by rail. Moreover, the cost for transporting a single ton of petroleum products by the "Volgotanker" Steamship Concern over a distance of 10 kilometers is one kopeck in all. This is equal to the cost of pumping the same amount of petroleum by pipeline. Nevertheless, the rate at which these cargoes are being shifted from rail to water are very slow. The reason? The capacities of many docks at the central heat and electric power stations and the State Regional Electric Power Stations, the Ministry of the Petrochemical Industry's refineries and the transfer bases of Soyuzglavneft'[Main Administration for the Supply and Sale of Petroleum and Petroleum Products] of the USSR Gossnab along the rivers do not meet today's requirements. In particular large bases such as the Yaroslavskaya, Sormovskaya, Kamskaya and Volgogradskaya bulk petroleum plants have outstripped their capabilities for transfering fuel oil, diesel fuel and gasoline. As a result, about 10 million tons of heating oil for heat and electric power plants is being delivered by rail parallel to the water routes when navigation is in full swing in the Volga-Kama basin. This is entirely unjustified. The USSR Ministry of Power and Electrification must engage in construction of docking facilities to handle the heating oil from ships for the heat and electric power stations along the rivers without delay.

The absence of docking facilities makes itself felt particularly sharply when we begin mass transportation of agricultural cargoes. The Ministry of the River Fleet is doing much to increase the efficiency and the quality of this traffic. As an example, there are presently 10 "catamaram"-type vessels navigating the "vegetable" route between Astrakhan' and Moscow. These vessels have reduced the time the cargoes are en route by 3-4 days. Moreover, all of the light-tonnage vessels from the Central and Northwestern basins were directed here. The plan was successfully carried out for the vegetable season due to the measures which were taken. We have not completely exhausted all of the potential in this area, however.

First of all, the delivery speed for "delicate" field products would be significantly faster if the river boats did not have to stand idly loaded at the departmental bases of Rospotrebsoyuz RSFSR [Union of Consumer Societies] and the Minsel'khoz RSFSR [Ministry of Agriculture] in Astrakhanskaya oblast' so long. And it is no wonder: the docks for unloading vegetables and gourds are temporary structures on which there is no sign of mechanization whatsoever. And Rospotrebsoyuz was to have put 10 mechanized docks into service on the Volgo-Akhtubinskaya flood-plain during the past 6 years. Today one is under construction, in Bakhtemir.

We are also experiencing a severe shortage of containers for delivering perishable fruit. At one time the RSFSR Ministry of Trade was commissioned to establish and expand the pool of such containers.

The Ministry of the River Fleet is also devoting much attention to grain cargoes, both in 1978 and 1979. It provided grain delivery on the basis of applications by purchasing agents completely, but, unfortunately, the same disproportion also shows up here. The total capacity of the unloading docks of the steamship concerns in the European part of the USSR is almost 2.5 times less than that of the loading points. And the USSR Ministry is never taking steps to rehabilitate the old docks and build new ones.

But all of the problems enumerated above make themselves felt particularly sharply in the steamship concerns of Siberia and the Far East. The river transport workers play a decisive role in the life of these regions. More than 80 thousand kilometers of water routes have been mastered and are in service today in a territory constituting almost 60 percent of the total area of the USSR. And this is far from the limit, because the total length of the internal water routes is some 300,000 kilometers. Moreover, being extremely branched out, the blue roads of Siberia and the Far East create favorable conditions for providing the most remote points, be it a village in the taiga or a geologists'base, with river transportation. Today more than half the traffic carried by all types of transportation in Tyumenskaya and Tomskaya oblasts falls to the lot of the river fleet, and in Yakutskaya ASSR, it is almost 80 percent. Cargoes for construction of the BAM are also being delivered in large volumen.

During his trip throughout Siberia and the Far East, the General Secretary of the CPSU Central Committee, Chairman of the Presidium of the Supreme Soviet of the USSR, Comrade L. I. Brezhnev noted the inadequate contribution of transportation to the accelerated development of these areas. This directive also places great responsibility on our sector because the river fleet, both now and in the distant future, will be the most efficient means for transporting large-tonnage cargoes over the long distances of the eastern regions.

The volumes of river cargo traffic in these regions will continue to grow at rates outstripping those of today. It is proposed that they be brought up to 100 million tons. Forty-nine percent of the total capital investments allocated to the RSFSR Ministry of the River Fleets, will be delivered to the development of port facilities in the eastern basins and 34 percent will go for development of a ship-building and repair facility.

Great changes should also take place on the clientele's docks. This is a very important circumstance. Today the fleet's layover at departmental docks is 1.6 times greater than in the ports of the RSFSR Ministry of the River Fleet. This fact is explained by the additional fact that more than 80 percent of the docks belonging to our cargo recipients are nothing more than temporary structures or, generally speaking, an unequipped bank. How can one speak of the productive adaptation of the fleet in this case!

But in speaking of the state of our neighbor's business, we should not lose sight of the solution of our own problems, even for a minute. The 25th Party Congress posed, in particular, the task of increasing the navigation period for the fleet's operation before the river transport workers. Each day wrested from nature means 500-600 thousand tons of additional cargo.

The river transport workers are constantly working with the problem of prolonging navigation. In 1978, the fleet and ports worked all of November, and until the first half of December, downstream. On the Irtysh we were able to prolong the current spring navigation by six days with the aid of a single icebreaker.

Great significance is also placed on the organization of year-round operation of mixed-category ("river-sea") vessels. Annually, about 200 mixed-category diesels, having finished their summer navigation period on the rivers, continue to operate in ice-free sea basins. Transportation of iron ore and coal from the ports of the Lower Dnepr to the Dunay ports (Reni and Izmail) have become traditional. Mixed-category river boats transport agricultural cargoes between Soviet seaports and export-import cargoes to foreign lines on the Black and Baltic Seas during the winter.

It is possible to judge the stepped-up operation of river transportation in the Russian Federation in the near future by the following figures: volumes of traffic in the near future will increase to 589 million tons (with a freight turover of 300 billion ton-kilometers). This level is entirely accessible, but under the condition that the material and technological base for river transportation become more powerful. This is why the fact that the state has allocated significant funds to meet these goals cannot help but make the river workers happy. In particular, the refurbishing and construction of 14 river ports for general use has been planned throughout the industry. The productive capabilities of our industrial enterprises will increase sharply. Many new transport vessels will be put into service.

Particular attention has been devoted to the social questions of the life of the river transport workers. Housing with a total area of 1.4 million square meters, new hospitals with 1220 beds, kindergartens, nurseries and Pioneer camps will be built in the near future. This is significantly more than in the current five-year plan.

The navigation period for the fourth year of the 10th Five-Year Plan is coming to an end. Of all the river transport workers'accomplishments to date, we would like to mention the accelerated delivery of cargoes to regions of the Far North; more than 20 million tons of cargo have been transported here. This amount exceeds the level of last year by 600 thousand tons. The planned shipment of equipment and other industrial materials into the oil and gas regions of western Siberia and Komi ASSR has been provided. Cargoes have been fully dispatched for the Noril'sk Mining and Metallurgy Combine as well as for the enterprises on north Sakhalin Island.

The river transport workers of the Russian Federation look to tomorrow with confidence. They will work with even greater energy in their labor activity to realize those high and honored tasks which have been posed for the industry as an answer to the concerns of the Party and the government concerning the development of river transportation.

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INTERNATIONAL ECONOMIC RELATIONS

NINE-MONTH USSR TRADE WITH MAJOR WESTERN PARTNERS

Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 14 Dec 79 p 9

[Text] Soviet foreign trade with the most important western partners during the Jan-Sep 79 period: (data in millions of rubles)

		Jan-Sep 78	Jan-Sep 79	
FRG (excluding West Berlin)				
	Turnover	2,390.3	2,962.4	+572.1
	Exports	936.5	1,270.1	+333.6
	Imports	1,453.3	1,692.3	+239
	Balance	-516.8	-422.2	
USA	Turnover	1,589.7	1,941.8	+352.1
	Exports	179.2	217.8	+ 38.6
	Imports	1,410.5	1,724.0	+313.5
	Balance	-1,231.3	-1,506.2	
France	Turnover	1,375.2	1,857.2	+482.0
	Exports	621.1	927.7	+306.6
	Imports	754.1	929.5	+175.4
	Balance	-133.0	-2.0	
Japan	Turnover	1,802.2	1,854.1	+ 51.9
	Exports	530.7	636.0	+105.3
	Imports	1,271.5	1,218.1	- 53.4
	Balance	-740.8	-582.1	
Finland	Turnover	1,570.3	1,782.6	+212.3
	Exports	715.5	993.2	+277.7
	Imports	854.8	789.4	- 65.4
	Balance	-139.3	+203.8	
Italy	Turnover	1,451.3	1,468.7	+ 17.4
	Exports	829.4	853.9	+ 24.5
	Imports	621.9	614.8	- 7.1
	Balance	+207.5	+239.1	
Great Britain	Turnover	1,062.7	1,301.7	+239.0
	Exports	585.6	721.0	+137.4
	Imports	477.1	578.7	+101.6
	Balance	+108.5	+144.3	

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INTERNATIONAL ECONOMIC RELATIONS

CEMA TRADE STATISTICS, PLANNING

CEMA Commission on Planning, Statistics

Moscow EKONOMICHESKAYA GAZETA in Russian No 51, Dec 79 p 20

/Text/ The scheduled meeting of the CEMA Committee on Cooperation in Planning was held in Moscow on 4-5 December.

The meeting was chaired by the USSR's representative on the committee, Chairman of the USSR Council of Ministers and Chairman of USSR Gosplan N. K. Baybakov.

The meeting reviewed progress in drafting the general and other agreements to implement the highly important measures of the long-range specific cooperative programs adopted at the last few meetings of the CEMA session.

The state of the work being done in the Soviet organs on behalf of the CEMA countries' collaboration for economic and efficient use of fuel and energy was discussed, and an appropriate decision was adopted. The program for multilateral collaboration on general and more intensive introduction of new and supplementary energy sources into economic circulation in the CEMA countries was approved.

The meeting reviewed the state of operations for lending aid on the part of the interested CEMA countries to the SRV /Socialist Republic of Vietnam/ in constructing a number of production capacities and approved the committee's operational plan for 1980-1981.

The 34th meeting of the Regular CEMA Commission on Statistics was held in Kishinev. The commission reviewed progress in the international correlation of the main value indices of national economic development of the CEMA countries and the SFRY according to the 1978 figures. The ways and means of comparing the gross and final agricultural outputs of the USSR and the Republic of Cuba were approved.

The meeting approved the methods of calculating the statistical indices of the population's incomes, particularly those for calculating the indices of the real incomes of workers, office workers and farmers, and it recommended that the CEMA countries use these methods in presenting the data on their workers' living standards to the Soviet organs.

Information was heard concerning the practical aid lent the Republic of Cuba by the CEMA countries on a bilateral basis in developing its national statistics in accordance with the measures planned by the commission. It was pointed out that this aid is effective and is helping to improve the work of the Republic of Cuba's statistical organs. The commission also considered the SRV's request for aid in developing its statistics.

A report on work done in 1979 and its future activity was approved for presentation to the Executive Committee.

The commission considered a number of other questions of collaboration in the field of statistics, particularly on automated processing of statistical data and on the operation of systems of government statistics.

CEMA vs EEC Statistical Data

Moscow EKONOMICHESKAYA GAZETA in Russian No 51, Dec 79 p 21

/Text/ Outputs of Various Kinds of Products in CEMA and EEC Countries

	1950	1970	1978
	Electric Power (in billions of kilowatt hours)		
CEMA	137	996	1,620
EEC	193	850	1,180
	Coal (in millions of tons of conventional fuel)		
CEMA	356	738	840
EEC	452	335	270
	Petroleum (in millions of tons)		
CEMA	44	371	590
EEC	2	13	65
	Natural Gas (in billions of cubic meters)		
CEMA	9.2	220	410
EEC	0.8	80	160
	Steel (in millions of tons)		
CEMA	36	160	210
EEC	49	140	130

Metal-Cutting Machines (in thousands of pieces)

CEMA	110	330	380
EEC	220	320	340

Mainline Diesel and Electric Locomotives (pieces)

CEMA	2,190*	3,300	3,310
EEC	2,560*	850	1,100

Mainline Railway Cars (in thousands of pieces)

CEMA	78	100	120
EEC	53	30	15

Tractors (excluding low-powered ones, in thousands of pieces)

CEMA	136	580	750
EEC	200	420	490**

Cement (in millions of tons)

CEMA	19	140	200
EEC	39	130	130

Mineral Fertilizers (in millions of tons of nutritive substance)

CEMA	3.1	21	37
EEC	5.0	15	16

Cotton, Wool and Silk Fabrics (in billions of square meters)

CEMA	4.8	12.0	14.7
EEC	6.5	6.5	6.0

Footwear (excluding rubber and felt, in millions of pairs)

CEMA	307	1,090	1,250
EEC	350	860	800

Grain and Leguminous Crops (in millions of tons)

CEMA	120	255	330
EEC	55	90	118

Meat (in millions of tons)

CEMA	8.6	19.5	26.0
EEC	8.3	18.4	21.9

Milk (in millions of tons)

CEMA	54.8	118	137
EEC	65.3	93	106

*Figures for 1960.
**Figures for 1977.

Note: The table is based on the official statistics of the various countries. In a number of cases estimated figures are given for metal-cutting machines, mainline railway cars and diesel and electric locomotives, tractors, refrigerators, TV sets, watches and fabrics.

USSR-CSSR, SFRY Trade

Moscow EKONOMICHESKAYA GAZETA in Russian No 52, 1979 p 19

/Text/ An agreement for a goods turnover between the USSR and the CSSR for 1980 was signed in Prague on 14 December. It consolidates the good results of mutually advantageous economic collaboration that were obtained in the course of implementing the General Program for Socialist Economic Integration of the CEMA Countries. The volume of the goods turnover will be up over 6 percent from 1979 and will amount to about 7 billion rubles.

The USSR will send the CSSR metal-processing, mining and metallurgical equipment, electronic computers, agricultural machines, tractors, excavators, light motor vehicles and trucks, aircraft equipment, and other machinery, equipment and instruments. The CSSR will send the USSR rolling mill equipment, machines for the chemical, light and food industries, metal-cutting machines and forge and press equipment, communications equipment, ships, diesel locomotives, trucks, streetcars and other machines, and traditional consumer goods.

The agreement was signed by USSR Minister of Foreign Trade N. S. Patolichev and CSSR Minister of Foreign Trade A. Barchak.

Thanks to the successfully completed negotiations, an agreement for a goods turnover between the USSR and the SFRY for 1980 was signed in Moscow on 12 December. It provides for a considerable increase in the reciprocal deliveries between the two countries. The negotiations were conducted in an atmosphere of business-like collaboration and mutual understanding.

According to the new agreement the goods turnover between the USSR and the SFRY will amount to more than $4 billion. These deliveries and the trade totals for the last 4 years of the current five-year plan will make it possible to exceed the volume of goods turnover between the USSR and the SFRY planned by the trade agreement for 1976-1980.

The USSR will send the SFRY metal-cutting machines and forge and press equipment, tractors, aircraft equipment, electric trains and other equipment, as well as petroleum and petroleum products, natural gas, rolled iron and steel, lumber, cotton, chemical goods, ferrous metal ores, etc.

The SFRY is expected to send the USSR various kinds of equipment, particularly communications equipment, metallurgical and forge and press equipment, ships, steel fittings, cable products, nonferrous metals, chemical goods etc., as well as such consumer goods as footwear, sewn and knitted articles and other goods.

It is planned to continue the SFRY's deliveries of completing assemblies and parts for production of motor vehicles at the Volga and Kama motor vehicle plants and the USSR's deliveries of light motor vehicles and trucks.

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INTERNATIONAL ECONOMIC RELATIONS

CEMA COOPERATION IN TRANSPORT

Moscow EKONOMICHESKAYA GAZETA in Russian No 51, Dec 79 p 20

[Article by B. Bombog, CEMA Secretariat expert]

[Text] In the 30 years of their collaboration the CEMA countries have made considerable progress in developing transportation. The total length of the lines of all kinds of transportation in the CEMA countries' area now amounts to 3.5 million km, or about 13 percent of the world's communications lines. The volume of shipping by all kinds of transportation for general use in 1978 came to 15 billion tons, or 9 times more than in 1950, and the freight turnover amounted to 6.7 ton-kilometers, increasing by 8 times. The passenger turnover was 4 times greater than in 1955. From 1960 to 1978 the freight shipments between the CEMA countries increased by more than 4 times and the passenger turnover increased by 10 times.

The dynamic and steady progress of the economies of the brother nations of the commonwealth as well as their constant development and intensified cooperation make growing demands upon transport connections and service. According to the preliminary estimates, the annual volume of the CEMA countries reciprocal shipping will be up 30 percent in 1981-1990. It is becoming increasingly evident that a more effective system of transport connections capable of meeting the constantly growing requirements for shipping can be created only on an international basis. Hence the great importance of the long-term specific program for cooperation in transportation that was approved in Moscow in June 1979 at the 33rd meeting of the CEMA session.

The main purpose of the DTsPS [Long-Term Specific Program for Cooperation] in transportation is quantitative and qualitative satisfaction of the CEMA countries economically substantiated requirements for reciprocal freight and passenger transportation by means of interconnected development of transport systems in the future and their increasingly close cooperation on the basis of perfected technical means and advanced methods. The program specifies a coordinated strategy of the brother socialist countries cooperation in joint solution of the major problems of development of transport connections not only among themselves but also with other European countries. It is a matter of contributing, by implementing the coordinated measures, to the improvement of the CEMA countries national transport systems and to the development of their interconnected transport system, having flexibility and maneuverability and lowering transport costs for international shipments.

Through the advantage of the international socialist division of labor, the CEMA countries will intensify and perfect the ways and means of cooperation in planned transport activity and coordination of plans for the development and operation of transportation, as well as the economic, scientific-technical and legal basis of this cooperation.

Areas of Cooperation

Cooperation in railway transportation emphasizes expedited development of the traffic and carrying capacities of the main international railways, chiefly by electrifying the main lines, supplying them with modern automatic blocking and communications equipment, and by using rolling stock with progressive technical parameters to enhance the handling capacity of the main border railroad stations, including construction of high-capacity reloading complexes. The CEMA countries are concentrating their efforts primarily on development of a number of main international lines, such as the Moscow-Brest-Warsaw-Berlin line, the Bendery-Kishinev-Ungeny-Bucharest-Sofia line, the Rostok-Berlin-Prague-Budapest line, et al. Work will continue here on construction of new lines and development of the traffic and carrying capacities of the existing ones, which are to be interconnected as regards technical parameters and equipment and are to meet both the present and future requirements. The speeds and weight of the freight trains will be increased, and traffic safety will be improved.

In the field of water transportation, cooperation emphasizes reconstruction and expansion of seaports and improved organization and development of international shipping. The measures include, in particular, the expansion, modernization and creation of harbor facilities for reloading bulk and citrus cargoes in Rostok port (GDR) as well as dredging operations in the Baltic Sea.

Bulgaria, Hungary, the USSR and Czechoslovakia, relying on the experience of the Soviet-Bulgarian Dunaytrans Company, are forming an efficient system for managing traffic and handling the interested CEMA countries traction and tonnage on the Danube. Effective use of the Il'yichevsk (USSR)-Varna (Bulgaria) ferry crossing will also be further developed and enhanced, and it will carry over 4 million tons of freight a year, and 6 million tons in the future.

For the future development of motor transport, measures are planned to increase the volume of motor transport of freight and passengers between the interested CEMA countries and in communications with third countries. It is also planned to concentrate the efforts of Bulgaria, Hungary, the GDR, Poland, Romania, the USSR and Czechoslovakia on rebuilding a number of highways with particularly heavy international traffic, such as the Berlin-Warsaw-Moscow one, the Rostok-Berlin-Prague-Bratislava-Budapest-Bucharest-Constanta one, the Gdansk-Warsaw-Katowice-Bratislava-Budapest-Bucharest-Constanta one, the Craiova-Calafat-Vidin-Botevgrad-Sofia one, and the Kiev-Kishinev-Bucharest-Sofia one.

The major aims of cooperation in air transportation are development of international airports, provision for repair of aircraft equipment, introduction of automated systems of air traffic control, formation and activation of an interconnected complex of automated systems for reserving seats and selling tickets, organization of joint operation of the various international airlines, and a number of others.

Extensive measures are planned to organize the CEMA countries' cooperation in developing container shipping and the YeKTS [Uniform Container Transport System] and in providing for shipments of particularly heavy and bulky freight for the needs of nuclear power engineering, the chemical and metallurgical industries, and heavy machine building.

In consideration of the particular developmental conditions of a number of CEMA countries, the DTsPS also provides special measures for them. In particular, development of seaports and a repair base for harbor equipment in cooperation with the interested brother countries is planned for the Republic of Cuba, as well as cooperation in the YeKTS and aid and cooperation in founding a scientific research and planning institute for transportation and its educational-physical base. And for Mongolia, it is planned to modernize the existing railroad lines of international significance.

The DTsPS attaches due importance to the CEMA countries cooperation on technical progress in all kinds of transportation. A special subprogram has been prepared for cooperation in transport machine building that is intended to meet the requirements for rolling stock and equipment.

The DTsPS for transportation was also developed in the light of the specific programs for other key sectors of physical production.

Specific Steps

The measures of the DTsPS for transportation will be implemented chiefly through specific bilateral and multilateral agreements.

In the field of railroad transportation, an agreement has been signed for reconstruction and technical reequipment of railroad lines of international significance, specifying the coordinated development of 18 main lines that provide for international shipping. An agreement has been signed to construct a new railroad border crossing between the USSR and Czechoslovakia.

In the field of automotive transportation, an agreement has been concluded for cooperation in the overall development and reconstruction of the Berlin-Warsaw-Moscow highway and the Moscow-Kiev-Kishinev-Bucharest-Sofia highway.

There are a number of agreements for civil aviation, such as general agreements to cooperate in developing international airports and to arrange cooperation for joint operation of the various international airlines, and to form and activate an interconnected complex of automated systems for reserving seats and selling tickets on the international airlines.

Somewhat earlier, in 1978, agreements between Bulgaria, Hungary, the USSR and Czechoslovakia to found the Interlikhter International Shipping Enterprise and between Bulgaria and the USSR on joint operation of the ferry crossing between Il'yichevsk and Varna ports and on formation of the Soviet-Bulgarian Intermorput' Company were signed and went into effect. In the beginning of 1979 an agreement was concluded between Hungary and the USSR to develop a large-scale railroad border crossing.

The DTsPS for transportation serves as a basis for coordination of the national economic plans for development of transportation of the CEMA countries for 1981-1985, and for a longer period in the case of a number of problems. Some major selected measures entered in the DTsPS and its subprograms will be included in the Coordinated Plan of Multilateral Integrating Measures of the CEMA Countries for the next five-year plan.

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INTERNATIONAL ECONOMIC RELATIONS

FINNS SIGN PACT TO BUILD SVETOGORSK THIRD PHASE

Helsinki HELSINGIN SANOMAT in Finnish 8 Dec 79 p 32

[Text] The pact to build the third phase of Svetogorsk was signed on Friday in Helsinki. According to today's exchange rate of the ruble, this phase will cost 730 million marks. The agreement made today involves production in the areas of cellulose and printing paper factories. It is expected that the machinery for them will be ordered within 2 months. It is possible that Finland will be getting up to 500 million marks' worth of machinery and equipment orders.

According to the agreement signed by Kauko Rastas, the director of the board of the Finnish supplier Finn-Stroi Oy and the Chief Director G. N. Rahimbajev of the buyer V/O Prommashimport, production is expected to begin by early 1983.

At this stage, Svetogorsk Three only involves industrial plant construction and concomitant planning, but it is probable that an order will be given on cellulose and printing paper machines costing about 500 million marks. On these, three offers from Finland have been given, and 15 from elsewhere. There will be altogether four to five suppliers of machinery and equipment, so it is likely that foreign enterprises will also be involved.

Chalk overlay paper and magazine paper machines are manufactured in Finland by Valmet. Cellulose machines that use deciduous trees as raw material are manufactured by Rauma-Repola and Ahlstrom.

Negotiations on the third phase of Svetogorsk continued for about a year and a half. The commercial negotiations were concentrated on this fall and they only lasted for 2 and 1/2 months. In the middle of November, the most important decision was agreed upon, namely the price, "although details were being polished almost to the moment of signing the agreement," reported Risto Kangas-Ikkala, Finn-Stroi's managing director.

Tight Schedule

According to Kangas-Ikkala, a lot of work was needed again before the negotiations led to a result. Without this contract, there would have at least been a break in the work at Svetogorsk. There are now no more than about a hundred Finnish workers behind the border, about 10 km from Imatra. The guaranty period of the second phase of Svetogorsk will be coming to an end in about 2 weeks.

The construction period of 3 years was agreed on. This is about half a year less than the time spent on the first and second phases. The tight schedule is a risk according to Kangas-Ikkala, but because of the experience gained in the past 7 years of working behind the border, the firm dared to take the risk. The job pace has become swifter, planning has been rationalized, and the Finn-Stroi organization is now ready.

The contract sum is about the same as in the two earlier phases. The profitableness of the agreement is however guaranteed according to Kangas-Ikkala by the fact that the firm has learned to cut expense. For security's sake, however, K-insurance was applied for and secured.

The Paper Factory Will Cost 300 million marks

The main emphasis in the project will be on the printing paper factory, the agreed-upon capacity of which will be 140,000-160,000 tons a year. The paper factory's share of the Svetogorsk third phase will be approximately 60 percent. "The rough estimate is that the cellulose factory's and remaining parts' share will be 40 percent give or take 10 percent," the Planning Director of Finn-Stroi, Christian Lax, mentioned.

Finn-Stroi has the major responsibility for the project, but it will be executed according to a contract system that also meets the conditions of the K-guaranty. In addition to building firms that own Finn-Stroi, contracts will be offered to builders around the Imatra region and developing areas.

In addition to the cellulose and paper factories, the third phase of Svetogorsk will also include enlarging the wood receiving station by about 50 percent. In order to receive the deciduous tree logs, some of the old and already abandoned cellulose factory will be demolished and the necessary space for the deciduous tree logs will be added.

According to Finn-Stroi, the dispersal abroad of the major part of machinery and equipment orders is naturally risky. However, it does not worry Finn-Stroi according to Director Lax. "The USSR did order the machinery of the first phase from Austria."

Maybe a Cardboard Factory in the Future

The construction of Svetogorsk will not necessarily end with the third phase. Planning Director Lax said that a lot has been set aside in the area for a plant that would refine the ensuing wastes into a saleable product, cardboard. This, however, is a matter for the future because the USSR has not made a decision on the building of the cardboard plant. However, the possibility exists, and the cardboard factory already has a tentative name--Svetogorsk Four!

Employment for the Imatra Region

In the first half of next year, the building of the Svetogorsk third phase will employ 600-700 Finns. If Finland gets the major part of the machinery orders, 90-95 percent of the work will be Finnish. At its peak, the project will give work for 1,300 to 1,400 people from Finland. After the beginning of 1981, the number of workers will start going down gradually.

A part of the skilled workers will be "conveniently" discharged from Kostamus, but about half of the group will be recruited from the neighboring areas and 65 percent from the Kouvola labor district. Svetogorsk Three significantly relieves the difficult employment situation in the Imatra region.

The Monetary Value of Border Projects 5 Billions

Kauko Rastas pointed out that Finn-Stroi is responsible for three out of four border projects done in this decade including Kostamus that is in a class by itself as far as size is concerned. Paajarvi forestry center was built by Perus-yhtyma.

"Although the border area cooperation conducted under Finn-Stroi's leadership is economically the most valuable in Finnish history, it has taken lots of hard work to get to this point. To learn to know the people behind the eastern border and to get used to their customs and norms has not been easy. Reciprocal good will has however brought results," Rastas said.

The monetary value of the border projects for Finland is already about 5 billion marks. This year's quota will be about one billion, that is 10 to 15 percent of the total Finnish exports to the USSR. It guarantees work at the border for 3,000 Finns and on the Finnish side for twice that figure.

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BRIEFS

U.S.-JAPANESE CONSORTIUM--Presumably before the end of this year, an American-Japanese consortium consisting of the firms "Aramco" and "Nippon Steel" should obtain a definitive Soviet contract for the construction of a cold rolled sheet metal mill, with an annual output of 480,000 tons. This is to be built in the Novolipetsk Combine, which is south of Moscow. The expected value of the contract is estimated at around $400 million. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 14 Dec 79 p 7]

OFFSHORE DRILLING PLATFORM--July 1980 the Japanese firm "Mitsui Ocean Development and Engineering Co." will deliver to the Soviet Union a drilling platform for oil and gas exploration in the Soviet continental shelf costing $36 million. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 14 Dec 79 p 7]

EQUIPMENT TO BRAZIL--The Soviet Union will supply Brazil with equipment for a plant to distill methanol from eucalyptus [oil]. The value of this plant is $18 million, and it will operate with Soviet technology. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 14 Dec 79 p 8]

EQUIPMENT TO SAUDI ARABIA--Before the end of the year the Moscow Central Office of "Mashinoeksport" will deliver two mobile gravel sorters and crushers to Saudi Arabia. The client is the firm "Muhammad al-Gharid." [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 14 Dec 79 p 8]

ELECTRON-SCAN MICROSCOPE--The Moscow Central Office of Mashpriborintorg has purchased an electron scan microscope of the "Stereskan 150" type from the British firm "Uni-Export-Instruments" for R95,000; this instrument is destined for the Soviet Academy of Sciences and will be used in analyzing crystalline structure. [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 21 Dec 79 p 17]

LASER INTERFERENCE SPECTROSCOPE--For the first time the Moscow Central Office of "Mashpriborintorg" has purchased a laser interference spectroscope from the U.S. firm "Hewlett-Packard," valued at R30,000. The Latvian Academy of Sciences will use it for physical research. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 21 Dec 79 p 17]

SOVIET RADIOS--The U.S. firm "McKay Dymek", located in Claremont, California, has ordered on a trial basis a shipment of eight-band radios of the "Selena-210" type from the Moscow Central Office of Tekhnointorg." The radios will be delivered this year. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 21 Dec 79 p 18]

SOVIET-DUTCH AGREEMENT--The Soviet Union would like to use Dutch experience in extracting crude oil and natural gas from the continental shelf. With emphasis on this field, the Soviet State Committee for Science and Technology has concluded an agreement for scientific and technical cooperation with the Dutch Industry Council for Oceanology [IRO], to which more than 150 firms belong. Previously the Soviet State Committee had concluded two cooperation agreements with the Dutch firms "Akso" and "Bos Kalis Westminister," both of which belong to IRO. An "IRO" symposium, which recently took place in Moscow, was dedicated to the same theme. According to Soviet data, 70 percent of the Soviet shelf has oil and gas potential. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 28 Dec 79 p 7]

U.S.-SUPPLIED CONTROLLER--According to a contract concluded with the Moscow Central Office of Stankoimport, the U.S. firm Allen Bradley of Cleveland, Ohio, will supply a programmed controller for automatic production lines which are being built in the Soviet Union for automotive plants. The installation of the controllers in place of the previously used automatic relay should enable the efficient regulation of production lines for engine blocks. The value of the stipulated deliveries was quoted at R1.3 million. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 10 Jan 80 p 10]

ITT TELEPHONE EXCHANGE--ITT [International Telephone & Telegraph] will supply telephone exchanges valued at $4.3 million to the Soviet Union. A corresponding contract has been concluded between the Moscow Central Office of Mashpriborintorg and the Finnish subsidiary of ITT--Standard Electric Puhelinteollisuusoy (SEP). The exchanges are to be delivered toward the end of 1980 and will be installed in Leningrad. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 10 Jan 80 p 10]

U.S. EQUIPMENT--The U.S. firm Alliance Tool Corp. has obtained a $4.8 million contract from the Moscow Central Office of Stankoimport for delivery of equipment and technical assistance for the production of carbide lamella molds. The parts are to be used for producing electric motor elements and mounting fixtures. Deliveries are slated for 1980-81. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 10 Jan 80 p 10]

U.S. SPARK PLANTS--For the first time, the Central Office of Stankoimport has ordered spark plants for machining tractor parts from the U.S. firm Anocut of Chicago. The plant's value is $1.4 million. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 10 Jan 80 p 13]

FRENCH LASER MICROPROBE--The Moscow Central Office of Mashpriborintorg has ordered a laser microprobe of the Mole(cular) type, valued at R150,000, from the French firm Jobin-Yvon. With this probe the molecular make-up of the subject to be analyzed can be ascertained without any special preparation. On the basis of existing contracts Jobin-Yvon and the French Firm Arl will also supply R600,000 worth of quantometers in 1980-81. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Jan 80 p 9]

STORAGE TANKS TO IRAQ--In 1980 the Moscow Central Office of Mashinoeksport will supply storage tanks for crude oil and petroleum products to Iraq. The tanks are valued at $10 million. [Text] [Bonn DIE WIRTSCHAFT DES OSTBLOCKS in German 17 Jan 80 p 10]

CSO: 1823

MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

SPECIALIST TRAINING IN THE HIGHER SCHOOL

Moscow BYULLETEN' MINISTERSTVA VYSSHEGO I SREDNOGO SPETSIAL'NOGO OBRAZOVANIYA in Russian No 9,1979 pp 3-11

[Order No 919 of 19 July 1979 of the USSR Ministry of Higher and Secondary Special Education "On Further Developing the Higher School and Improving the Quality of Specialist Training"]

[Text] The CPSU Central Committee and USSR Council of Ministers have adopted a decree "On Further Developing the Higher School and Improving the Quality of Specialist Training." The higher school, notes the decree, has achieved definite successes in providing the national economy with skilled specialist personnel and is basically meeting the demand in terms of scope of such training, in execution of the resolutions of the 25th Party Congress. The training of students and retraining of specialists along the newest lines of science and engineering have been organized and the skills of VUZ teachers and production workers are being improved, which has facilitated completing the formation of a system of uninterrupted education in accordance with the demands of developed socialism. The higher school has an ever-growing influence on accelerating scientific and technical progress, on further growth in the culture of the people and in the spiritual wealth of socialist society.

The professorial and instructor collectives of many academic institutions are ensuring the training of students at a high occupational and ideological-theoretical level and are fruitfully combining the training of specialists with the development of major scientific problems. Positive results have been achieved in improving social science studies. The introduction of systematic instruction in Marxist-Leninist theory in all VUZ's over the entire period of training facilitates a more thorough mastering of it and the ideological-theoretical tempering of future specialists. The political and labor activeness of young students has grown.

The CPSU Central Committee and USSR Council of Ministers have focused attention on the fact that there are substantial shortcomings in the activity of the higher school.

The latest achievements of science, engineering and culture, leading experience in organizing production and management, are not always reflected in the study process. Some VUZ graduates do not possess thorough knowledge of general scientific disciplines and are poorly prepared for their occupations. The necessary attention is not being paid to organizing student independent creative work, to developing in them habits of sociopolitical and organizational activity.

The USSR Ministry of Higher and Secondary Special Education is exercising inadequate supervision of study-methods work and is not using fully the opportunities base VUZ's have for developing ways of improving the activity of the entire higher school. There continue to be shortcomings in the organization of VUZ scientific activity. Measures are being implemented slowly on equipping the higher school with modern study-laboratory and scientific equipment.

Higher academic institution administrative organs, planning organs and branch ministries and departments have not succeeded in meeting all the personnel needs in all the necessary specialties in such leading branches of the national economy as metallurgy, ore-mining and petroleum industry, construction, transport and agriculture, in spite of steady growth in the number of specialists being graduated. There are also serious shortcomings in the training of specialists with higher educations for the regions of Siberia, the North, Far East and the RSFSR Nonchernozem Zone.

The CPSU Central Committee and USSR Council of Ministers recognize the necessity of taking steps aimed at further improving higher school activity, at increasing its role in socioeconomic and scientific-technical progress, at meeting more fully the needs of the leading branches of the country's economy for highly skilled personnel. It has been suggested that the USSR Ministry of Higher and Secondary Special Education, USSR ministries and departments with VUZ's, the communist party central committees, union republic councils of ministers, and party kraykoms, obkoms and gorkoms eliminate the indicated shortcomings, that they ensure continued improvement in the activity of higher academic institutions and increase their role as centers of education, communist up-bringing and the development of science and culture.

The higher school's primary attention must be focused on comprehensive improvement in the quality of the occupational training and ideological-political development of specialists, on strengthening ties with production, on practical communist development. It must constantly improve study plans and programs on the basis of increased importance to fundamental sciences in the theoretical and occupational training of broad-specialty specialists, more fully reflecting the latest achievements of science and leading experience. It must strengthen its supervision of the activity of academic institutions through the state inspectorate system and by increasing its demandingness of rectors as to quality of training.

Rectors and party organizations are set the task of concentrating the efforts of professors and instructors of the higher academic institutions on improving study-educational and scientific-methods work. They are to ensure continued improvement in lectures and in their importance in shaping scientific thought and a Marxist-Leninist world view among students. They are to achieve a situation in which the lectures are of a problem-solving nature, reflect pressing problems of theory and practice and the modern achievements of social and scientific-technical development, and facilitate deeper independent work. They are to conduct seminar and laboratory exercises more actively as effective forms of reinforcing knowledge and revealing student abilities.

It is necessary, the decree stresses, to strengthen the role of the department as the primary link of the higher academic institution, the one determining the content and unity of the study, scientific and educational process. It is to offer young instructors comprehensive assistance in mastering pedagogical skills. In the interests of improving the efficiency of professors' and instructors' labor, it is instructed to work out and implement measures to perfect the system of moral and material incentives for pedagogical labor.

In view of the growing demands on the quality of specialist training and the efficient combining of their theoretical skill with the ability to solve practical problems, we recognize the necessity of further expanding and strengthening ties between higher academic institutions and corresponding branches of the national economy. We recognize the necessity of improving the planning of specialist training, of placing them in jobs earlier -- within one to three years of their graduation from academic institutions, with a subsequent changeover to the development of five-year job placement plans and the communication of plan indicators to enterprises and VUZ's. On this basis, joint activity by the higher school and branches of the national economy to improve the training, retraining and skill-improvement of personnel and to develop scientific research is to be increased. Questions of the broader participation by branch ministries and departments in strengthening the material base of VUZ's, the use by academic institutions of facilities and equipment of corresponding enterprises and organizations, and creation on their base of specialized department branches when necessary are to be resolved. The organization of student practical production work and VUZ graduate probationary work is to be improved.

The CPSU Central Committee and USSR Council of Ministers noted that the concrete participation of branch ministries and departments in developing higher education and strengthening the material base of academic institutions should be viewed as an important factor in ensuring scientific-technical and social progress in the branch.

The task was set of raising the level of training of future specialists in the natural and technical sciences. To this end, it was suggested that academicians, corresponding members and other leading scientists be drawn more extensively into VUZ scientific-pedagogical activity, that we ensure regular appearances by enterprise and organization leaders and leading specialists, leading production workers and innovators, before students and instructor collectives, and that the substantially improve scientific-technical information and propagandize leading domestic and foreign production experience among the student body.

The decree stresses the necessity of taking effective steps to prepare specialists for Siberia, the North, Far East and RSFSR Nonchernozem Zone, in conformity with the requirements of developing these regions intensively and comprehensively. The USSR Gosplan, USSR Ministry of Higher and Secondary Special Education and RSFSR Council of Ministers, jointly with other ministries and departments concerned, are instructed to work out and introduce at the USSR Council of Ministers proposals on providing all branches of the national economy in the indicated economic regions with personnel, on securing them and using them efficiently. Where necessary, student enrollments are to be increased in appropriate academic institutions by redistributing the admissions plan for the country as a whole.

It is anticipated that measures will be implemented to secure highly-skilled scientific-pedagogical personnel for and improve the material base of VUZ's located in Siberia, the North, Far East and RSFSR Nonchernozem Zone, to build student dormitories and housing for the professorial-instructor staff, and create the necessary instruction conditions. It is recommended that more work be done to enroll in the VUZ's of these regions leading working and studying young people; the enterprises of industry, construction, transport and the sovkhozes and kolkhozes of these economic regions are granted the right, by way of exceptions, to send graduates of secondary general educational schools, secondary special and vocational-technical academic institutions who have no job experience to study at VUZ's in specialties in critically short supply as enterprise grantees under the terms outlined by USSR Soviet of Ministers Decree No 1099 of 18 September 1959.

The necessity is recognized of ensuring improvement in admissions to academic institutions in the specialties of metallurgical, ore-mining, petroleum extraction and gas industry, construction, transport, agriculture and other important branches of the country's economy, of determining the list of critically deficit specialties of the indicated branches, of working out and introducing under established procedures proposals on moral and material incentives and privileges for students studying in these specialties.

Permission has been granted for enrolling in VUZ's in the indicated specialties of particular branches without entrance examinations to those persons who have completed secondary general educational schools with gold medals and secondary special and vocational-technical academic institutions with diplomas of distinction, as well as to persons with a certified grade point average of at least 4.5 based on the results of two examinations in the specialty disciplines.

The decree anticipates that steps will be taken to further develop universities as the leading study-methods and scientific centers of the higher school, to ensure strengthening their material-technical base and the staff of scientific-pedagogical personnel, that the list of specialties and student enrollments at universities will be refined with consideration of preparing personnel for the entire public education system, science and culture, industry and agriculture. Particular attention is to be paid to perfecting the activity of newly created universities.

The task has been set of improving the training, placement and skills of teachers of social sciences in universities, to the selection of young people for training in the specialties of philosophy, political economy, scientific communism and the history of the CPSU. The training of instructor personnel in this specialty should generally be done with persons with labor and life experience who have displayed themselves in a positive light in sociopolitical work. The work of social science teacher skill improvement institutes attached to universities is to be improved and the role of these institutes in generalizing and disseminating leading experience by VUZ social science teachers is to be increased.

The USSR State Committee for Science and Technology should anticipate the preferential development of internal graduate work at universities and other higher academic institutions.

The decree points out the necessity of taking steps to improve the organization of VUZ scientific research in close connection with the tasks of improving the quality of specialist training and the more effective use of the scientific potential of the higher academic institutions for solving the most important scientific-technical and socioeconomic problems, to accelerate the introduction of the results obtained into practice.

The CPSU Central Committee and USSR Council of Ministers have obligated the USSR and union republic ministries of higher and secondary special education, VUZ rectorships and party organizations, to raise the level of student study of Marxist-Leninist theory, the historical experience of the CPSU, and the works of Comrade L. I. Brezhnev and other party leaders. They are to increase the responsibility of all departments for the world-view orientation of the study-educational process, being governed in this by the CPSU Central Committee decree "On Further Improvement in Ideological and Political Education Work."

Students are to be quickly informed on questions of CPSU and Soviet State domestic and foreign policy; they are to understand correctly the current problems of social development. Supervisory workers and lecturers of party organs are to be involved regularly in appearances at VUZ's, paying particular attention to informing professors and instructors on a priority basis.

It is necessary to develop among students habits of independent preparation of reports and public speaking, the ability to participate in creative discussions, to shape the necessary qualities of future educators and organizers, propagandists of communist ideals. Young people must be helped to master methods of combatting opponents' ideas, to unmask hostile imperialist propaganda, revisionism and opportunism of all stripes.

It was suggested that continued improvement be ensured in educating students in a spirit of selfless devotion to the Communist Party and the socialist homeland, a spirit of Soviet patriotism and proletarian internationalism, that they be inculcated with a sense of personal responsibility for defending the great victories of socialism.

The student body should be educated in high political and moral standards and a high-principled attitude towards deviations from norms of communist morality which are encountered, towards manifestations of consumer narrow mindedness and other survivals of the past. The force of collective public opinion should be used more purposefully in this work.

The decree advanced the demand that improvement be made in the structure and quality of training of economic personnel, that the links between the training and education of students and practical improvement in planned management and organization of modern production, of the entire management mechanism, be decisively strengthened, that the level of student theoretical training be raised at economics institutes and departments.

Jointly with other VUZ administrative organs, the USSR Ministry of Higher and Secondary Special Education has been instructed to ensure significant improvement in the training of personnel without a break from production, to use to this end methods of training which fully take into account the specifics of night-school and correspondence education and student practical work, to increase the role of the all-union correspondence institutes as scientific-methods centers of personnel training under this system.

It was recommended that the USSR State Committee for Publishing Houses, Printing Plants and the Book Trade, jointly with the USSR Ministry of Higher and Secondary Special Education, take steps to more fully provide VUZ students with high-quality textbooks and study aids.

Higher academic institution administrative organs and corresponding ministries and departments were set the task of improving the organization of medical services and public catering for students, of improving physical-culture and mass-culture work.

The attention of the AUCCTU and the central committee of the trade union of workers in education, the higher school and scientific institutions has been focused on the necessity of further increasing the role of trade-union organizations in perfecting study-educational work, the forms and methods of socialist competition in VUZ's, and developing creative cooperation with production enterprises, scientific and cultural institutions. It was recommended that additional steps be taken to improve the housing and living conditions of students, graduates and instructors, that a network of preventive treatment and sports-exercise institutions be developed jointly with the VUZ's.

The decree indicates that the Komsomol Central Committee and the Komsomol committees must direct the activity of VUZ Komsomol organizations towards increasing the responsibility of study group collectives and of each student who is a Komsomol member for the thorough and creative mastering of his chosen specialty, that Komsomol organizations must do more ideological-moral education work, inculcating young people with high standards of behavior and a sense of irreconcilability towards violations of study discipline and norms of Soviet morality. Student detachments must be used more effectively in the labor, political and occupational development of future specialists.

The decree obligates the union republic communist party central committees, kraykoms, obkoms, okrug committees, gorkoms and raykoms to strengthen their leadership of VUZ party organizations, to render party organizations daily assistance in resolving the primary task of higher academic institutions, comprehensive improvement in the quality of training and in the ideological-political education of students, improvement in work on choosing, placing and educating VUZ, faculty and department supervisory personnel. A situation must be achieved in which each teacher daily broadens his political and cultural outlook and is a model of high communist integrity, party mindedness and a creative attitude towards labor, moral purity and nobleness, in which professor and teacher participation in lecturing and political education work among the laborers is expanded. Rector councils must be used more actively to develop VUZ ties with production and scientific organizations.

The CPSU Central Committee and USSR Council of Ministers decree expresses confidence that party organizations and collectives of the higher academic institutions will make every effort and apply all their knowledge to carrying out the party's plans and that they will multiply the higher school's contribution to building communism.

In execution of the indicated CPSU Central Committee and USSR Council of Ministers decree, I order that:
1. The union republic ministries of higher and secondary special education, main administrations of academic institutions and the administrations of academic institutions of ministries and departments with VUZ's, the USSR Ministry of Higher and Secondary Special Education's administrations and departments and the higher academic institutions are to adopt the CPSU Central Committee and USSR Council of Ministers Decree "On Further Developing the Higher School and Improving the Quality of Specialist Training" as a guide and for execution.

2. The union republic ministries of higher and secondary special education, the USSR Minvuz [Ministry of Higher and Secondary Special Education] Main Administration for Higher Academic Institutions, and the GUUZ's [main administrations of academic institutions] and UUZ's [administrations of academic institutions] of ministries and departments with VUZ's are to:

2.1. Ensure continued improvement in the activity of higher academic institutions and increase their role as centers of education, communist up-bringing and the development of science and culture. Carry out concrete measures to eliminate the shortcomings noted in the decree.

2.2. Work out and approve within one month a plan of measures to implement the CPSU Central Committee and USSR Council of Ministers Decree "On Further Developing the Higher School and Improving the Quality of Specialist Training." Outline the development and implementation of plans of measures in every subordinate higher academic institution, faculty and department. Aim the measures being implemented at comprehensively improving the quality of occupational training and the ideological-political development of specialists, strengthening ties with production and the practical building of communism.

2.3. Within four months, submit to the USSR Ministry of Higher and Secondary Special Education proposals:

on further developing universities as leading study-methods and scientific centers, having outlined reinforcing the staff of scientific-pedagogical personnel and needed refinements in the lists of specialties and student enrollments with consideration of training personnel for the entire public education system, science and culture, industry and agriculture, and strengthening the material-technical base of the universities;

on further improving the training of personnel in economics specialties;

on developing the training of and providing specialists in metallurgy, mining, petroleum extraction and gas industry, construction, transport and agriculture;

on the preferential development of internal graduate studies and improving the scientific-theoretical and psychological-pedagogical training of graduate students;

on significant improvement in the organization of student feeding, on equipping and strengthening the material-technical base of public catering enterprises at VUZ's, on raising the level of student medical services.

2.4. Render trade-union and Komsomol organs comprehensive assistance in work on increasing the responsibility of study group collectives and of each student for thorough and creative mastering of their specialties, on improving the effectiveness and quality of pedagogical labor and comprehensively developing socialist competition aimed at resolving the tasks of further improving the quality of student preparation and ideological-political development, on developing scientific research.

3. The RSFSR Ministry of Higher and Secondary Special Education, BUUZ's and UUZ's of ministries and departments having higher academic institutions located in Siberia, the North, Far East and RSFSR Nonchernozem Zone are to prepare and submit to the USSR Ministry of Higher and Secondary Special Education within three months proposals:

which outline steady growth in the graduation of specialists to fully meet the personnel needs of all branches of the national economy of the indicated economic regions, securing them and using them efficiently. When necessary, these proposals are to outline an increase in student enrollments in the appropriate academic institutions by redistributing the admissions plan;

aimed at securing highly skilled scientific-pedagogical personnel for higher academic institutions of these regions;

ensuring strengthening the material base of VUZ's, the construction of student dormitories and housing for the professorial-instructor staff, and creation of the conditions and benefits necessary for teachers.

4. The Financial Planning Administration (Comrade Chuprunov):

4.1. Generalize the suggestions of the RSFSR Ministry of Higher and Secondary Special Education and the GUUZ's and UUZ's of ministries and departments with higher academic institutions in Siberia, the North, Far East and RSFSR Nonchernozem Zone on providing all branches of the national economy of the indicated economic regions with personnel and prepare the necessary materials for inclusion in the USSR Gosplan prior to 1 December 1979.

4.2. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov) and the ministries and departments concerned are to determine within two months a list of specialties in critically short supply in metallurgical, mining, petroleum extraction and gas industry, construction, transport and agriculture, as well as other very important branches of the country's economy. Work out proposals on moral and material incentives and benefits for students being trained in the specialties cites for inclusion under established procedures.

4.3. Jointly with the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov), prepare for inclusion in the USSR Gosplan proposals on procedures for placing specialists 1-3 years prior to graduation from higher academic institutions and subsequent transfer to the development of five-year placement plans. This is to be done within six months.

4.4. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Scientific Research Institute of Higher School Problems (Comrade Chetverikov) and appropriate USSR Gosplan subdivisions, prepare proposals prior to 15 December 1979 on improving the training of specialists in economics specialties.

4.5. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev) and the Scientific-Research Institute of Problems of the Higher School (Comrade Chetverikov), work out proposals within six months on a gradual reduction, beginning in 1981, in the number of students per teacher.

5. The Main Administration of Higher Academic Institutions (Comrade Ryzhonkov), jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Administration of Social Sciences Instruction (Comrade Korshunov), the Financial Planning Administration (Comrade Chuprunov), the Scientific-Technical Council (Comrade Krutov) and the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev) is to prepare proposals aimed at using more fully the base higher academic institutions to work out ways of improving all higher school activity.

6. The Study-Methods Administration for Higher Education (Comrade Krupin):

6.1. Prepare within three months proposals on introducing into the 1980 admissions normative documents changes and additions stemming from the indicated decree by anticipating:

that enterprises of industry and transport and sovkhozes and kolkhozes of Siberia, the North, Far East and RSFSR Nonchernozem Zone are granted the right, as exceptions, to send graduates of secondary general educational schools and secondary special and vocational-technical academic institutions who have no job history to study at VUZ's in specialties in critically short supply as grantees of these enterprises under the terms outlined by USSR Council of Ministers Decree No 1099 of 18 September 1959;

that persons completing secondary general educational schools with gold medals and secondary special and vocational-technical academic institutions with diplomas with distinction, as well as those graduating with certified grade point averages of at least 4.5 based on the results of two examinations in their specialty disciplines will be enrolled without entrance examinations at VUZ's in specialties of metallurgical, mining, petroleum extraction and gas industry, construction, transport, agriculture and other very important branches of the country's economy.

6.2. Ensure improvement in study plans and programs in 1980-1983 on the basis of increasing the importance of the fundamental sciences in the theoretical and occupational training of broad-specialty specialists, more fully reflecting the latest achievements of science and leading experience when training personnel for all branches of the national economy, science and culture. Anticipate the organization of personnel training which efficiently combines theoretical knowledge with the ability to solve practical problems in study-methods documentation.

6.3. Jointly with the Main Administration of VUZ's (Comrade Ryzhonkov), the Financial Planning Administration (Comrade Chuprunov), the Administration of Social Sciences Instruction (Comrade Korshunov), the Administration of Supervisory and Scientific-Tedagogical Personnel (Comrade Vasil'yev), the Scientific-Technical Council (Comrade Krutov) and the State Inspectorate for Higher Academic Institutions (Comrade Severtsev), is, within six months, to generalize the proposals of the union republic ministries of higher and secondary special education and work out steps aimed at further developing universities as the leading study-methods and scientific centers, at strengthening scientific-pedagogical personnel, at refining the list of specialties and student enrollments with consideration of preparing personnel for the entire national economy, science and culture, industry and agriculture, at strengthening the material-technical base, focusing particular attention on improving the activity of newly created universities.

6.4. In 1979-1980, review the study plans, academic programs and production practices programs for economics institutes and faculties, outlining an increase in the theoretical preparation of specialists and intensification of the ties between student training and education and practical planned management improvement, modern production organization improvement and improvement in the entire management mechanism.

6.5. Jointly with the Administration for Social Sciences Instruction (Comrade Korshunov), the Scientific Research Institute of Higher School Problems (Comrade Chetverikov) and the State Higher Academic Institutions Inspectorate (Comrade Severtsev), prepare within three months a draft of an instruction letter "On Improving Lecture Instruction." Prepare within six months drafts of instruction documents aimed at increasing the amount of seminar and laboratory exercises.

6.6. Jointly with the administration for Social Sciences Instruction (Comrade Korshunov), the Scientific-Technical Council (Comrade Krutov), the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev), the Scientific Research Institute of Higher School Problems (Comrade Chetverikov) and the Legal Department (Comrade Voylenko), work out prior to 1 January 1980 a draft of a new "Regulation on the Department as the Primary Link of the Higher Academic Institution Determining the Content and Unity of the Study, Scientific and Educational Process," outlining an intensification of the responsibility of each department member for the worldview orientation of the study-educational process.

6.7. Prepare in the first quarter of 1980 a draft of a long-range plan for preparing and publishing study literature for 1981-1985 for submission to the USSR State Committee for Publishing Houses, Printing Plants and the Book Trade. Anticipate in this plan the better provision of higher academic institution students with high-quality textbooks and study aids.

6.8. Prepare within six months proposals aimed at improving the organization of student practical production work and VUZ graduate probationary work.

6.9. With the participation of the Main Administration for Higher Academic Institutions (Comrade Ryzhonkov), the Financial Planning Administration (Comrade Chuprunov), the Scientific Research Institute of Higher School Problems (Comrade Chetverikov) and higher school administrative organs, prepare and submit to the collegium for review in the fourth quarter of 1979 proposals on improving the training of personnel without a break from production, outlining in this regard the more active use of training methods which take into account more comprehensively the specifics of night-school and correspondence education, student practical work, and which also anticipate increasing the role of the all-union correspondence institutes as scientific-methods centers for preparing personnel under this system.

6.10. Jointly with the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev) and the Scientific Research Institute of Higher School Problems (Comrade Chetverikov), work out within six months concrete measures aimed at increasing the role of the councils of higher academic institution rectors in improving work on improving the quality of specialist training, in developing VUZ ties with production and scientific organization, in creating inter-VUZ study, scientific and cultural-personal services facilities.

7. The Administration of Social Sciences Instruction (Comrade Korshunov) is to:

7.1. Work out and carry out measures to raise the level of student study of Marxist-Leninist theory, the historical experience of the CPSU and the works of Comrade L. I. Brezhnev and other party leaders.

7.2. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev) and the Financial Planning Administration (Comrade Chuprunov), prepare within three months proposals on improving the training, placement and skill-improvement of social sciences teachers in the universities.

7.3. Jointly with the Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev), work out within six months steps aimed at improving the work of social sciences teacher skill improvement institutes attached to the universities, at strengthening the role of these institutes in generalizing and disseminating the experience of leading social scientists.

7.4. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), prepare prior to 1 October 1979 proposals on improving the selection of young people for training in the specialties of philosophy, political economy, scientific communism and the history of the CPSU, bearing in mind the training of teacher cadres in these specialties, as a rule, from among people with labor and living experience and who have given a positive account of themselves in sociopolitical work.

7.5. Prepare within two months a draft instruction letter on improving the informing of students, professors and instructors on questions of CPSU and Soviet State domestic and foreign policy, on improving work on developing in students qualities of future educators and organizers, propagandists of communist ideals.

7.6. Work out prior to 1 January 1980 measures aimed at expanding the participation of professors and instructors in lecture and political-education work among laborers.

7.7. Jointly with the Study-Methods Administration for Higher Education (Comrade Krupin), the Main Administration for Higher Academic Institutions (Comrade Ryzhonkov), the Scientific-Research Institute of Higher School Problems (Comrade Chetverikov) and appropriate subdivisions of the USSR Ministry of Culture, AUCCTU and Komsomol Central Committee, work out within six months proposals on implementing a system of measures aimed at improving the aesthetic education of young students, at comprehensively developing artistic self-reliance and other forms of mass-cultural work.

8. The Administration of Supervisory and Scientific-Pedagogical Personnel (Comrade Vasil'yev) is to:

8.1. Generalize, prior to 1 December 1979, the proposals of the RSFSR Ministry of Higher and Secondary Special Education and the GUUZ's and UUZ's of ministries and departments with VUZ's in Siberia, the North, Far East, RSFSR Nonchernozem Zone on securing for the academic institutions of these regions highly skilled scientific-pedagogical personnel and outline the steps necessary to carry them out.

8.2. Work out, within six months, proposals anticipating the broader involvement of USSR Academy of Sciences, republic and branch academy members and corresponding members and other leading scientists in scientific-pedagogical activity in the country's VUZ's as staff members, combining jobs, or on an hourly salary, as well as sending scientists from the leading VUZ's of the country to union republic VUZ's to give lectures and assist in improving study-educational work and organizing scientific research.

8.3. On the basis of proposals from the union republic ministries of higher and secondary special education and the GUUZ's and UUZ's of ministries and departments with VUZ's, prepare within six months materials outlining preferential development of internal graduate work at universities and other higher academic institutions for submission to the USSR State Committee for Science and Technology.

8.4. Jointly with the Financial Planning Administration (Comrade Chuprunov), the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov) and the Study-Methods Administration for Higher Education (Comrade Krupin), work out prior to 1 November 1979 proposals on moral and material incentives for pedagogical labor.

9. The Scientific-Technical Council (Comrade Krutov), the Main Administration of Scientific-Research Work (Comrade Ivashchenko), the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov) and the Administration of Social Sciences Instruction (Comrade Korshunov), jointly with corresponding subdivisions of the USSR State Committee for Science and Technology, the USSR Academy of Sciences, ministries and departments, work out within six monghs additional measures aimed at using more effectively the scientific potential of the higher academic institutions in solving the most important scientific-technical and socioeconomic problems, accelerating the introduction of the results obtained into practice, focusing particular attention on improving the organization of VUZ scientific research in close connection with the tasks of improving the quality of training of specialists and scientific-pedagogical personnel and the broader involvement of students in scientific research.

10. Jointly with branch ministries and departments, the Study-Methods Administration for Improving the Skills of Supervisory Workers and Specialists of the National Economy (Comrade Poltev) is to outline and implement in 1979-1980 additional measures to improve the system of skill improvement for workers in branches of the national economy.

11. The union republic ministries of higher and secondary special education, ministry and department GUUZ's and UUZ's, the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov) and the State Inspectorate for Higher Academic Institutions (Comrade Severtsev) are to:

intensify their monitoring of academic institution operations and increase the effectiveness of that monitoring, to increase their demandingness of rectors regarding training quality;

direct state inspection and all monitoring towards a comprehensive and thorough check of progress in higher academic institutions' carrying out party and government resolutions in the area of higher education. They are to systematically monitor the level of training and ideological-political development of future specialists, promptly eliminate shortcomings revealed, and generalize and disseminate the best work experience. Establish personal supervision of organizing admissions to higher academic institutions and of observance of the established Rules of Admission and Entrance Examination Programs. Intensify the responsibility of VUZ, faculty and department leaders for organizing the study-educational process and for the quality of work done by academic institutions;

introduce more broadly progressive methods and technical means of supervision, take steps to improving the planning and organization of checks.

12. The State Inspectorate for Higher Academic Institutions (Comrade Severtsev) is to:

12.1. Take concrete steps to strengthen the role of the state inspectorate in supervising the activity of the country's higher academic institutions, focusing particular attention on increasing the effectiveness with which inspection materials are used to administer the higher school and to work out steps to improve the quality of specialist training.

12.2. Strengthen coordination of inspection and checks, conducting them in a coordinated manner through the union republic ministries of higher and secondary special education and through ministry and department GUUZ's and UUZ's.

12.3. Jointly with the Scientific Research Institute of Higher School Problems (Comrade Chetverikov):

increase the activeness with which scientific-methods problems of monitoring are developed;

with consideration of the new demands, determine the basic directions in which intra-VUZ monitoring is to be improved and submit an appropriate instruction letter for approval prior to 1 November 1979. Prepare prior to 1 March 1980 proposals on improving the organization of departmental monitoring;

complete within six months the preparation of methods instructions on monitoring the quality of the basic types of academic exercises.

13. With a view towards strengthening the study-material base of higher academic institutions, and improving the material, housing and personal conditions of students and instructors, the Financial Planning Administration (Comrade Chuprunov) is to:

13.1. Generalize prior to 1 December 1979 proposals from the RSFSR Ministry of Higher and Secondary Special Education and the GUUZ's and UUZ's of ministries and departments with higher academic institutions in Siberia, the North, Far East and RSFSR Nonchernozem Zone on improving the VUZ material base in these regions, on building student dormitories and housing for the professorial-instructor staff, and on creating the necessary conditions and benefits for teachers.

13.2. Prepare within one month proposals on extending stipends to students studying the specialties of philosophy, political economy, scientific communism and the history of the CPSU.

13.3. Jointly with the Main Administration of Higher Academic Institutions (Comrade Ryzhonkov), generalize within six months proposals on improving the organization of student nutrition, supplying and strengthening the material-technical base of public catering enterprises at VUZ's, and creating specialized student cafeteria trusts at VUZ centers; these proposals are to be submitted to the USSR Ministry of Trade.

14. The Study-Methods Administration for Higher Education (Comrade Krupin), the Scientific-Technical Council (Comrade Krutov), the Administration for Social Sciences Instruction (Comrade Korshunov), the Financial Planning Administration (Comrade Chuprunov) and the Physical Training Department (Comrade Golovin) are to work out within two months, together with corresponding subdivisions of the AUCCTU, the central committee of the trade union of workers in education, the higher school and scientific institutions, and the Komsomol Central Committee, plans for joint measures anticipating continued improvement in study-educational work, the forms and methods of socialist competition in VUZ's, the development of creative cooperation with production enterprises, scientific and cultural institutions, increasing the responsibility of study group collectives and of each student for thorough and creative mastering of one's chosen specialty, more work on ideological-moral education, inculcating young people with high standards of behavior and a sense of irreconcilability towards violations of academic discipline and the norms of socialist morality, the effective use of student detachments in the labor, political and occupational development of future specialists, improvement in the housing and living conditions of undergraduate and graduate students and teachers, and development of a network of preventive-treatment and health centers.

15. The Physical Training Department (Comrade Golovin) is to:
15.1. Develop, jointly with appropriate subdivisions of the AUCCTU, Komsomol Central Committee, and the USSR Council of Ministers Committee for Physical Culture and Sport, proposals prior to 1 December 1979 on continued improvement in physical culture and health work with students, on ensuring regular VUZ student physical culture exercises, on expanding more widely the health and sports camps, on strengthening academic sports centers and providing them with the necessary equipment.

15.2. Participate, jointly with the Financial Planning Administration (Comrade Chuprunov), in the development by the USSR Ministry of Public Health of measures aimed at raising the level of student medical services, bearing in mind in this regard annual dispensary surveys and development of the network of specialized VUZ and inter-VUZ polyclinics and dispensaries.

16. Supervision of the implementation of this order by structural subdivisions is entrusted to the deputy ministers of the subordinate structural subdivisions.

Overall supervision is entrusted to the First Deputy Minister, Comrade N. F. Krasnov.

[signed] V. Yelyutin

11052
CSO: 8144

JANUARY CENSUS RESULTS FROM THE UKRAINE

Kiev RABOCHAYA GAZETA in Russian 30 Dec 79 p 3

[Article: "On the Number and Composition of the Ukrainian SSR's Population according to Data of the 17 January 1979 All-Union Census"]

[Text] In April, 1979 the Ukrainian SSR TsSU (Central Statistical Administration) published brief, preliminary results of the census for this republic. At the present time processing has been completed on the first stage of the materials of the census, characterizing the number and composition of the population with regard to sex, marital status, level of education, nationality and language, source of means of existence, number and size of families.

As of 17 January, 1979, according to the refined data, the total population of the Ukrainian SSR amounted to 49, 755, 000; in comparison with the previous census in 1970, it had increased by 2.6 million or by 5.6 percent. The average annual increment amounted to 0.62 percent.

The republic's urban population increased from 25.7 million in 1970 to 30.5 million in 1979, and it consisted of 61 percent of the total, as compared to 55 percent previously. The number of the rural population decreased by 2.2 million as a result of a shift of part of it to residence in the cities, as well as resulting from the conversion of rural settlements into urban settlements. This objective process was conditioned by the significant growth of the republic's industrial production, the large scope of construction operations, and the development of transportation, and it became possible due to the further mechanization and increase of labor productivity in agriculture.

The republic has a continuous rise in the level of education and culture, while the training of specialists is also growing.

The republic now carries out universal, mandatory, secondary education for it young people. The number of persons with a higher and secondary (complete or incomplete) education according to the 1979 Census amounted to 26.8 million, and compared with 1970 it increased by 37 percent. The level of education of the urban and rural population became considerably

TRANSPORTATION

TU-154 LANDS SAFELY AFTER LIGHTNING STRIKE DAMAGE

Yerevan KOMMUNIST in Russian 20 Dec 79 p 4

[Article by R. Meliksetyan: "Five Minutes Before Landing--The Story of One Flight Incident"; passages between slantlines in boldface]

[Text] From a letter from Sverdlovsk engineer K. N. Sviridov:

/Dear editorial staff! Recently in the course of my service I had occasion to fly to Armenia on an out-of-town work assignment. After our Tu-154 aircraft made a landing at Yerevan airport, a stunning picture opened up before our eyes. A mutilated left wing with bulging skin and torn holes. The fused metal of the antennas. Many dents in the fin... One would not believe that an aircraft in such condition could land safely. Credit and praise for the Soviet aviation equipment which sustained so severe a test of its durability! A salute on the ground to the crew which was able to control the crippled aircraft so well that we did not even sense the situation that had developed!/

The voice of the information clerk at Domodedovo Airport, announcing the boarding of the aircraft on Flight 593 from Moscow to Yerevan, gave rise to much animation among the passengers, who were tired of waiting many hours because of the weather. The boarding and loading of baggage, the traditional signal panel with the request not to smoke and to fasten seat belts--and the airliner with 152 passengers on board headed into the gloomy autumn sky.

We will not tell about the entire course of this flight--in general it was no different from innumerable other flights across the air bridge between the capital of our Motherland and Yerevan which more than 2,000 passengers make use of every day. The events at the beginning develop from the moment that the signal panels once again were illuminated in the cabins and the stewardess announced that the airliner was beginning its landing.

In a matter of minutes the aircraft was to pass over Oktemberyan and take up a landing heading. The 80-ton silver-winged bird descended swiftly, splitting the clouds. Aviation subunit navigator Grant Kazaryan, taking part in the flight, reported without taking his eyes from the radar:

"Left of course, 30 kilometers away, large returns... Right of course, 30 kilometers away, large returns..."

Translated into earthbound language this meant that thunderstorms were raging on both sides of the air corridor through which the aircraft was flying--over the peaks of Aragats and Ararat.

"Roger," answered aircraft commander Robert Bagramyan, and right here he mentally estimated that the distance between the locations of the thunderstorms made it possible to continue the flight without violating regulation requirements. The airborne automatic equipment led the aircraft positively along the designated heading. According to calculations, 5 minutes 30 seconds remained before landing at Yerevan-Zapadnyy Airport...

From statements by specialists taking part in the investigation of the causes of the Tu-154 flight incident on 15 November 1979:

/Based on a careful inspection of the aircraft, as well as a study of the weather forecast and the actual weather conditions, it can be ascertained that the aircraft was struck by a discharge of atmospheric electricity 5 minutes and 25 seconds before landing, with subsequent rupture of part of the upper fixed panel of the third torsion cell-tank and ejection of all the fuel in that cell into the atmosphere.../

Science confirms that such a coincidence of circumstances takes place very seldom. At least, the history of Soviet civil aviation does not include a similar case in which a discharge of atmospheric electricity led to such destructive results.

But let us begin with theory. As is well known, our planet's atmosphere is saturated with electricity. It is doubtful whether it is possible to estimate the number and kind of discharges carried by a specific air particle or cloud. Just one thing is known precisely: any aircraft is also electrified when airborne, and when it receives a discharge of atmospheric electricity a pulse current of great destructive force passes through the airframe, reaching 200 kiloamperes and more.

Much time will pass before scientists will be able to positively and unequivocally answer the question of how and as the result of what conditions the discharge of this unique capacitor took place. But a fact remains a fact--a Tu-154, passing through clouds, became a connecting link between electric potentials, generated their discharge, and at the same time turned out to be the target struck by the same discharge. The broad surface of the wing, which took on a powerful electrical discharge, received a hole 3 square meters in size...

From the account by aircraft commander and pilot first class Robert Khachaturovich Bagramyan:

/A little more than 30 kilometers from the runway at Yerevan-Zapadnyy, suddenly, almost simultaneously, a sharp clap and jolt resounded in the aircraft's fuselage. In half a minute the instruments indicated an increasing bank to the right. In 35 seconds, 2,750 kilograms of fuel had "escaped" from the torsion cell-tank, creating a weight imbalance between the two wings, resulting in the banking of the aircraft. The bank increased. We switched to manual control and stabilized the aircraft with its help./

No one who was in the cockpit of the Tu-154 at that crucial moment was a novice in aviation. The aircraft commander, who had flown 14,000 "air" hours in 26 years, and copilot Vazgen Saribekyan, a former military pilot who had coped with responsible command assignments more than once, navigators Grant Kazaryan and Boris Musoyan, and flight engineer Razmik Ovsepyan--each one of the direct participants in this flight, contributed to the successful conclusion of the flight with their knowledge, experience and professional skill.

Today, a month after these events, it is somehow strange to see the beautiful airliner on the ramp of the airport's maintenance base with the damage resulting from a still incompletely studied phenomenon of nature arresting one's attention. But all this happened. The aircraft, flown by experienced, skilled aviators, made a safe landing. One automatically recalls episodes described in newspapers or seen on television --an aircraft collision with a bird led to a catastrophe, or the slightest malfunction in the operation of a specific subassembly resulted in the most serious consequences.

All this did not happen in this case. The splendid Soviet airliner, which stood up to single combat with a powerful element, demonstrated the remarkable tenacity and flight qualities which were built into it by our designers.

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INTERNATIONAL ECONOMIC RELATIONS

INTERNATIONAL LINER SERVICE OF CEMA STATES IN 1978 REVIEWED

Gdansk TECHNIKA I GOSPODARKA MORSKA in Polish No 11, Nov 79
pp 643-647

[Article by K. Kostov of the Ship Freight Coordination Office, Moscow: "International Line Shipping of European CEMA Countries in 1978"]

[Text] The past year of 1978[1] was an important stage in the dynamic development of the economy of the socialist community countries. The productive work of the nations of the CEMA states in this year was directed towards fulfilling the socio-economic programs confirmed by congresses of the communist and workers parties and the tasks of the comprehensive program of integration of the economy of the CEMA states. Definite achievements were made this year in the development of social production, increasing its economic effectiveness, accelerating scientific and technological progress, and in raising the material and cultural standard of living of the peoples of the CEMA member states.

An important event in 1978 was the acceptance of significant long-term programs of cooperation between CEMA countries in key fields of material production. Foreign trade plays an increasing role in the development of the national economies of the CEMA countries. Foreign trade turnovers of the CEMA countries increased in 1978 by 9.6 percent compared to the previous year and by 38.1 percent in comparison with 1975. Mutual foreign trade turnovers among CEMA countries in 1978 increased by 12.6 percent in comparison to 1977 and by 44.9 percent in comparison to 1975, while turnovers with developing countries increased respectively by 3.8 percent and 41.3 percent, and with the developed capitalist countries by 6.1 percent and 24.7 percent.

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[1] This review was prepared on the basis of the statistical data of the Conference of Freight and Shipowners Organizations of the CEMA states. It does not include Romania. The article originally appeared in the BIULETYN INFORMASYYNIY of the Coordination Bureau for Chartering CEMA Ships, No 8, 1979.

In 1978 shipments of foreign trade cargoes by all branches of transportation in the CEMA countries increased by 3.3 percent in comparison to 1977.

The maritime commercial fleet continued to play an important role in the transportation system of the CEMA countries. In 1978 the total number of cargo shipments by the maritime transportation fleet of the CEMA countries increased by 8 percent in comparison to 1977.

Line Fleet of the European CEMA Countries

In 1978 654 ships with a total capacity of 5.2 million tons were employed on the regular international trade lines of the shipping enterprises of the European CEMA countries. In comparison to 1970 the number of ships employed on regular lines increased by 54.2 percent, and their total capacity more than doubled. As a result of renovation and specialization of the line fleet of these countries in 1978, the number of line ships diminished by 4.5 percent, and their total tonnage decreased by 1.4 percent in comparison to 1977 (Table 1).

Among the individual countries Bulgaria and Hungary did not show any changes in the line fleet. They continued to put larger ships into service. In comparison to 1970 the line fleet of Bulgaria increased by 54.8 percent with respect to the number of ships, and by 82.9 percent with respect to capacity, while figures for Germany were respectively 22.5 percent and 72 percent, and for Poland 6.7 percent and 23.7 percent. In 1970-1978 the number of line ships of the USSR increased more or less 2.5 times, and the tonnage of the line fleet more than tripled, while in 1978 the number of line ships and their total tonnage was a little less in comparison with the level of 1977. In 1978 the line fleet of Czechoslovakia was reduced in both number and tonnage in comparison to 1970 and 1977.

In 1978 the line fleet of the European countries of the socialist community, especially Poland and the USSR, was complemented by specialized tonnage (large container ships and "ro-ro" ships).

During the period under examination 99.2 percent of the line tonnage of the CEMA countries was handled by the shipping enterprises of Bulgaria, GDR, Poland and the USSR.

International Freight Lines of the European CEMA Countries

The shipowner enterprises of the European CEMA countries in 1978 maintained 137 regular freight lines in various short and oceanic routes, including 69 lines (147 ships, 487,700 DWT [deadweight tonnage]) on short routes and 68 lines (507 ships, 4,691,000 DWT) on oceanic routes (Table 2).

Table 1. Line Fleets of the European CEMA Countries in 1970, 1977 and 1978

Lata (1)	Ogółem (2)	Bulgaria	Czechosłowacja (3)	NRD (4)	Polska (5)	Węgry (6)	ZSRR (7)
				Liczba statków (8)			
1970	424	29	7	89	150	17	132
1977	665	42	14	115	136	9	349
1978	654	42	5	109	160	9	329
				Nośność w tys. ton (9)			
1970	2514,3	165,2	78,0	325,8	854,0	23,7	870,8
1977	5252,4	292,5	96,3	903,8	978,4	30,5	2954,9
1978	5178,7	302,2	17,0	304,1	1056,4	25,2	2873,8
				Udział w ogólnej nośności floty do przewozu ładunków suchych % (10)			
1970	23,0	24,2	28,2	51,3	50,0	66,4	11,8
1977	32,8	33,9	26,3	70,8	30,4	24,6	28,2
1978	30,7	32,1	34,6	67,2	31,9	22,6	26,3
				Udział w ogólnej nośności floty liniowej państw RWPG % (11)			
1970	100,0	6,6	3,0	20,9	34,0	0,9	34,6
1977	100,0	5,6	1,8	17,2	18,6	0,5	56,3
1978	100,0	5,8	0,3	17,5	20,4	0,5	55,5

Key:

1. Year	7. USSR
2. Total	8. Number of ships
3. Czechoslovakia	9. Capacity in 1,000 tons
4. GDR	10. Share of total fleet capacity for transporting dry cargo %
5. Poland	11. Share of total line fleet capacity in the CEMA countries %
6. Hungary	

In 1970-1978 the total number of international freight lines of the European CEMA countries increased by 48.9 percent, that is by 45 lines (230 ships, 2,664,200 DWT). On short routes the increase was 20 lines (8 ships, 192,200 DWT), and on oceanic routes it was 25 lines (222 ships, 2,472,000 DWT).

In 1978 the number of ships working on oceanic routes increased by 33 units in comparison to 1977, and the tonnage increment came to 199,300 DWT. During this same time the number of ships working in short routes decreased by 64 units in 1978, while the drop in capacity came to 273,000 tons. These changes occurred mainly as a result of very logical use of the tonnage on regular lines, and by complementing the line fleet with larger and specialized ships (container ships and "ro-ro" ships). In 1978 the shipowners of the CEMA countries activated the following new lines:
Poland Ocean Lines [PLO] - 2 lines:
Poland - New Zealand between the ports of Gdynia, Hamburg, Rotterdam, Antwerp, Dunkirk, Rouen, Cristobal, Callao, Oakland and Timaru;
Poland - Great Britain (container line) between the ports of Gdynia and Tilbury (one container ship with a capacity of 3,360 tons).

Latvian Shipping Enterprise (USSR) - 1 line:
USSR - Continent between the ports of Riga and Antwerp on ships of the "Engineer Machulskiy" type. The line specializes in transporting automobiles.

Azov Shipping Enterprise (USSR) - 2 lines:
USSR - Libya between the ports of Bierdiansk and Tripolis, two ships of the "S. Gusiev" type;

USSR - Italy between the ports of Zhdanov, Imperia, Savona and Genoa. This is a line maintained in common with the Italian partner since October 1978.

Parallel to the activation of the new lines, the activity of the following lines was suspended:

Table 2. International Freight Lines of European CEMA Countries in 1970, 1977 and 1978

Państwa i zasięgi (1)	Liczba linii (2)			Liczba statków (3)			Nośność tys. ton (4)		
	1970	1977	1978	1970	1977	1978	1970	1977	1978
OGÓŁEM (5)	92	138	137	424	685	654	2511,5	3252,4	3178,7
Linie bliskie (6)	49	75	69	139	211	147	293,5	760,7	487,7
Linie oceaniczne (7)	43	63	68	285	474	507	2219,0	4491,7	4691,0
Bułgaria (8)	9	10	10	29	42	42	165,2	292,5	302,8
Linie bliskie (6)	5	6	6	11	14	14	40,8	47,6	47,6
Linie oceaniczne (7)	4	4	4	18	28	28	124,4	244,9	254,8
Czechosłowacja (9)	3	4	2	7	14	5	75,0	96,3	17,0
Linie bliskie (6)	1	3	1	1	4	1	3,0	8,3	6,0
Linie oceaniczne (7)	2	2	1	6	10	4	72,0	88,0	11,0
NRD (10)	16	16	16	89	115	109	325,8	903,8	904,1
Linie bliskie (6)	5	6	6	23	11	12	18,7	25,5	19,1
Linie oceaniczne (7)	11	10	10	66	104	97	307,1	878,3	885,0
Polska (11)	30	31	33	150	156	160	854,0	978,4	1056,4
Linie bliskie (6)	17	19	19	36	57	31	43,5	161,3	46,0
Linie oceaniczne (7)	13	12	14	114	99	129	810,5	817,1	1010,4
Węgry (12)	3	6	6	17	9	9	23,7	26,5	25,2
Linie bliskie (6)	3	6	6	17	9	9	23,7	26,3	25,2
Linie oceaniczne (7)	—	—	—	—	—	—	—	—	—
ZSRR (13)	31	71	70	132	349	329	870,8	2834,9	2873,8
Linie bliskie (6)	18	36	31	51	116	80	163,8	431,5	343,8
Linie oceaniczne (7)	13	35	39	81	233	249	703,0	2403,4	2530,0

Key:
1. Country and range
2. Number of lines
3. Number of ships
4. Capacity in 1,000 tons
5. Total
6. Short lines
7. Oceanic lines
8. Bulgaria
9. Czechoslovakia
10. GDR
11. Poland
12. Hungary
13. USSR

The Black Sea Shipping Enterprise from the ports of the Black and Mediterranean seas to the ports of Canada and the Great Lakes, and

The Czechoslovak Maritime Navigation from the Baltic ports to the ports of the Persian Gulf and from the ports of the lower Danube to the ports of the eastern coast of the Mediterranean Sea.

In 1978 several lines of Polish and USSR shipping enterprises were reorganized. For example, the port in Copenhagen was added to the ports servicing the Polish container line (Szczecin-Great Britain, London).

The activity of the Polish Australian line was expanded by adding ports in the southern area of the Pacific Ocean to the service ports. The PLO ships on the BALTAFRICA line began to service the ports of Madagascar, Mozambique and Mauritius in 1978.

Two lines of the Soviet Estonian Shipping Enterprise (Norway-Denmark and USSR-Sweden) were united into a single USSR-Scandinavian line. In addition a container ship of the "W. Kuczer" type was added to the line.

Furthermore the activity of the Azov Shipping Enterprise on the Black Sea and Red Sea was expanded to the ports of the nations of Eastern Africa, simultaneously suspending the activity of the Black Sea Shipping Enterprise on this route.

In 1978 the shipowner enterprises of the European CEMA countries continued the practise of introducing new shipping technology on their lines, giving consideration to the specific needs of individual freight routes and taking the interests of their clients into consideration. Container ships ships, semicontainer ships and ships of the "ro-ro" type were added to many lines. In 1978 45 container ships with a capacity of 328,400 tons were working on 17 lines of the CEMA countries. In comparison to 1977, when larger container ships (of the "Engineer Machulskiy" type) were put into service on these lines, the number of container ships was reduced by 10 percent. In 1978 6.3 percent of the line tonnage of the CEMA countries was working on these lines.

In 1978 the total number of ferryboats and "ro-ro" ships on 10 lines of the countries of the socialist community amounted to 19 (150,000 DWT). In comparison to 1979 the number of "ro-ro" ships on these lines dropped by 24 percent, but, thanks to putting large "ro-ro" ships into service on the lines of the Baltic Shipping Enterprise (USSR), their total capacity increased by 14 percent.

In this way modern methods of transporting goods were used on 27 lines of the shipping enterprises of the CEMA countries (19.7 percent of the total number of lines) in 1978. A total of 9.8 percent of the line ships of the CEMA countries and 9.2 percent of their capacity was used on them.

Table 3. Container Lines of CEMA Countries in 1977 and 1978

Państwa, armatorzy, relacje (1)	Porty (2)	3) Liczba statków		4) Nośność ton	
		1977	1978	1977	1978
OGÓŁEM (5)	16 linii w 1977 (29)	50	×	420 371	×
	17 linii w 1978 (30)	×	45	×	329 415
NRD (6)					
NRD — W. Brytania (7)	Rostock, Tilbury, Denton Wharf	1	2	7 800	1 560
Polska (8)					
Polska — W. Brytania, Dania (9)	Szczecin, Londyn, Kopenhaga (31)	1	1	1 100	1 765
Polska — Wsch. Wyb. (10) Ameryki Pn. (11) (12)	Gdynia, Bremerhaven, Nowy Jork, Baltimore, Wilmington (32)	3	—	46 834	—
Polska — Norwegia, Dania	Szczecin, Oslo, Kopenhaga	1	1	1 100	1 363
Polska — Finlandia (13)	Szczecin, Helsinki, Turku	—	2	—	2 670
Polska — W. Brytania (14)	Gdynia, Tilbury	—	1	—	3 360
ZSRR (15)					
Bałtyckie Przeds. Żeglugowe (16)					
Kontenerowa (17)	Leningrad, Londyn, Hamburg, Rotterdam, Antwerpia, Tilbury (33)	4	4	22 711	22 711
Baltatlantic	Leningrad, Hamburg, Brema, Rotterdam, Nowy Jork, Filadelfia, Baltimore, Savannah (34)	6	4	76 455	54 094
Łotewskie Przeds. Żeglugowe (18)					
Okrężna (19)	Ryga, Rostock, Hamburg (35)	1	1	1 120	1 120
RFN — W. Brytania (20)	Hamburg — Hull	2	2	1 832	1 852
Czarnomorskie Przeds. Żeglugowe (21)					
ZSRR — Bułgaria (22)	Iljiczewsk, Odessa, Chersoń, Bielgorod Dniestrowskij, Warna, Burgas (36)	1	1	6 270	6 270
Medatlantic	Iljiczewsk, Neapol, Livorno, Genua, Nowy Jork, Saint John, Baltimore, Filadelfia (37)	3	4	45 500	34 009
Azowskie Przeds. Żeglugowe (23)					
Asitcoline	Żdanow, Neapol, Livorno, Genua, Barcelona, Pireus (38)	2	2	13 110	12 200
Asadeciline	Żdanow, Wenecja, Rawenna, Rijeka, Pireus (39)	2	2	11 314	11 314
Dalekowschodnie Przeds. Żeglugowe (24)					
Fesco Pacific — Kontenerowa (17)	Seattle, Vancouver, Portland, Long Beach, Oakland, Tokio, Nagoja, Hong-Kong, Manila, Bangkok, Singapur (40)	11	8	141 908	98 194
Transsyberyjska Linia Kontenerowa (25)					
Kierunek Japonia (26)	Nachodka, Port Wostocznyj, porty Japonii (41)	5	5	28 049	31 914
Kierunek Hong-Kong (27)	Nachodka, Port Wostocznyj, Hong-Kong, Tokio	3	2	10 197	12 672
Kierunek Manila (28)	Nachodka, Port Wostocznyj, Manila, Tokio	1	2	4 230	11 314

Key:

1. Country, shipowner, routes
2. Ports
3. Number of ships
4. Capacity in tons
5. Total
6. GDR
7. GDR - Great Britain
8. Poland
9. Poland - Great Britain, Denmark
10. Poland - eastern coast
11. of North America
12. Poland - Norway, Denmark
13. Poland - Finland
14. Poland - Great Britain
15. USSR
16. Baltic Shipping Enterprise
17. Container
18. Latvian Shipping Enterprise
19. Loop
20. FRG - Great Britain
21. Black Sea Shipping Enterprise
22. USSR - Bulgaria
23. Azov Shipping Enterprise
24. Far East Shipping Enterprise
25. Transsiberian Container Line
26. Toward Japan
27. Toward Hong-Kong
28. Toward Manila
29. Lines in 1977
30. Lines in 1978
31. Szczecin, London, Copenhagen
32. New York
33. Antwerp
34. Bremen, Philadelphia
35. Riga
36. Il'ichevsk, Bielgorod Dniyestrovskiy, Varna
37. Il'ichevsk, Naples, Genoa, New York, Philadelphia
38. Zhdanov, Naples, Genoa
39. Zhdanov, Venice, Ravenna
40. Tokyo, Nagoya, Singapore
41. Vladivostok, Japan ports

Table 4."Ro-ro" and Ferryboat Lines of CEMA Shipowners in 1977 and 1978

Państwa i linie (1)	Porty (2)	Liczba statków (3)		Nośność ton (4)	
		1977	1978	1977	1978
OGÓŁEM (5)	10 linii 1977 (20)	25	×	131 522	×
	10 linii 1978 (21)	×	10	×	149 960
NRD (6)					
NRD—Finlandia (7) (ro-ro)	Rostock, Helsinki, Kotka	1	1	4 470	4 470
NRD—W. Brytania (8) (ro-ro)	Rostock—Hull	1	1	4 700	4 700
Polska					
Polska—Szwecja (promowa) (9)	Świnoujście, Ystad	3	2	4 220	4 835
Polska—Finlandia (promowa) (10)	Gdańsk, Helsinki	1	2	1 700	2 050
ZSRR (11)					
Bałtyckie Przeds. Żeglugowe (12)					
ZSRR—wsch. (13) wyb. W. Brytanii (ro-ro)	Leningrad—Hull	1	1	6 128	6 128
ZSRR — Kontynent, Zatoka Meksykańska, „Baltgulf" (14) (ro-ro)	Leningrad, Hamburg, Rotterdam, Antwerpia (22), Houston, Nowy Orlean (23)	2	3	12 256	36 981
ZSRR — Kontynent (ro-ro) (15)	Leningrad, Hamburg, Antwerpia, Rotterdam, Delfzyl (24)	12	4	13 536	23 840
Łotewskie Przeds. Żeglugowe (16)					
ZSRR — zach. (17) wyb. W. Brytanii (ro-ro)	Ryga, Ellesmere	1	1	6 128	6 128
ZSRR — Francja (ro-ro) „Baltmedeast" (18)	Ryga, Hawr, Dunkierka (25)	1	1	6 128	6 128
Kontynent — Zatoka Perska (ro-ro) (19)	Hamburg, Rotterdam, porty Zat. Perskiej (26)	2	3	12 256	55 000

Key:
1. Country and lines
2. Ports
3. Number of ships
4. Capacity in tons
5. Total
6. GDR
7. GDR - Finland ("ro-ro')
8. GDR - Great Britain ("ro-ro")
9. Poland - Sweden (Ferryboat)
10. Poland - Finland (Ferryboat)
11. USSR
12. Baltic Shipping Enterprise
13. USSR - eastern coast of Great Britain
14. USSR - continent, Gulf of Mexico, BALTGULF
15. USSR - Continent
16. Latvian Shipping Enterprise
17. USSR - western coast of Great Britain
18. USSR - France ("ro-ro") BALTMEDEAST
19. Continent - Persian Gulf ("ro-ro")
20. Lines 1977
21. Lines 1978
22. Antwerp
23. New Orleans
24. Delfzijl
25. Riga - Le Havre, Dunkirk
26. Persian Gulf ports

The international freight lines of the European CEMA countries are based in the ports of the northern and southern Far East basins.

In 1978 83 freight lines of the shipping enterprises of the GDR, Poland, USSR and Czechoslovakia, that is, approximately 60.6 percent of all the international lines of the European CEMA countries operated in the northern basin from the ports of the Barents, Baltic and North Sea ports. The number of ships constituted 63 percent of the total line fleet of these countries and 58.3 percent of their capacity.

The greatest shipowners of line tonnage among the shipping enterprises maintaining freight lines in this basin are the shipowners of the GDR (30 percent), Poland (35 percent) and USSR (Murmansk, Baltic, Estonian and Latvian shipping enterprises, 34.6 percent).

In 1978 45 regular lines of the shipping enterprises of Bulgaria, Hungary, USSR and Czechoslovakia, that is, approximately 32.8 percent of all international European lines of the countries of the socialist community, operated in the southern basin, to and from the ports of the Black, Azov, Caspian, Mediterranean and Adriatic seas. The number of ships working there constituted 29.8 percent of the entire line fleet of these countries and 32.3 percent of their capacity.

The most important shipowners of the European line fleet of the CEMA countries in the southern basin are the shipowners of Bulgaria (18.1 percent) and the USSR (the Black Sea, Azov and Danube shipping enterprises, 79.6 percent).

In comparison to 1977 the number of short and maritime lines maintained by Bulgaria and Hungary did not change. The number of ships working on these lines was also maintained at the previous level.

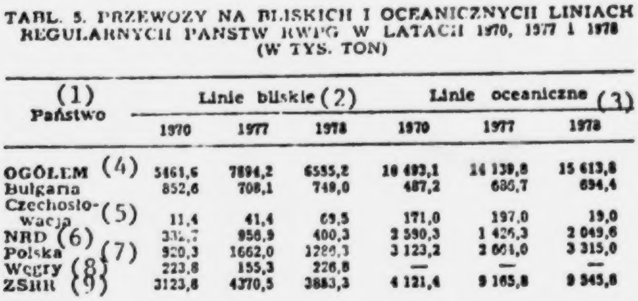
In 1978 the Soviet shipowners suspended one line in the southern basin. The number of ships working on these lines was reduced by 16 and their capacity by 123,100 tons.

In 1978 47 ships with a total capacity of 488,400 tons were working on 9 lines of the Far East Shipping Enterprise (USSR). In comparison to 1977 the number of Soviet ships operating in the Far East basin was reduced by 2.1 percent and their capacity by 1.4 percent (6,900 tons).

Cargo Shipments of the Line Fleet of the European CEMA Countries

In 1978 the total line shipments of the European CEMA countries came to 22.2 million tons, that is, they increased by 38.7 percent in comparison to 1970 as a result of the increase in shipments by Bulgarian shipowners (by 7 percent), Polish shipowners (by 13.8 percent) and USSR shipowners (by 84.9 percent). Shipment with the line tonnage of the GDR and Czechoslovakia diminished slightly, while that of Hungary increased slightly.

Table 5. Shipments on Regular and Short Oceanic Lines of CEMA Countries in 1970, 1977 and 1978 (in 1,000 tons)



TABL. 5. PRZEWOZY NA BLISKICH I OCEANICZNYCH LINIACH REGULARNYCH PAŃSTW RWPG W LATACH 1970, 1977 I 1978 (W TYS. TON)

(1) Państwo	Linie bliskie (2)			Linie oceaniczne (3)		
	1970	1977	1978	1970	1977	1978
OGÓŁEM (4)	5461,6	7894,2	6535,2	10 493,1	14 139,8	15 613,8
Bulgaria	852,6	708,1	749,0	487,2	686,7	694,4
Czechosłowacja (5)	11,4	41,4	69,5	171,0	197,0	19,0
NRD (6)	334,7	956,9	400,3	2 590,3	1 426,3	2 049,6
Polska (7)	920,3	1662,0	1289,3	3 123,2	2 661,0	3 315,0
Węgry (8)	223,8	155,3	226,8	—	—	—
ZSRR (9)	3123,8	4370,5	3883,3	4 121,4	9 165,8	9 345,8

Key:
1. Country
2. Short lines
3. Oceanic lines
4. Total
5. Czechoslovakia
6. GDR
7. Poland
8. Hungary
9. USSR

In 1970-1978 cargo shipments increased by 20.5 percent on the regular international lines of the European countries of the socialist community on short routes, while they increased by 48.8 percent on maritime routes.

In comparison to 1977 total shipments increased slightly (by 165,000 tons), mainly because of the increase in shipments by Bulgarian (2.8 percent), Hungarian (46 percent), GDR (2.8 percent) and Polish (6.4 percent) tonnage. This period noted a drop in total line shipments in USSR and Czechoslovakia.

In comparison to 1977 the range of cargo shipments on maritime routes increased by 10.4 percent because of the increase in shipments by Bulgarian, Polish and Soviet shipowners, and diminished by 16.6 percent on short routes because of a drop in the shipments by the GDR, USSR and Czechoslovak shipowners.

Cooperation of Shipping Enterprises of European CEMA Countries in Line Navigation

During the last year international line navigation of the European countries of the socialist community continued to increase, both by way of activation of independent freight lines and as a result of reorganizing existing lines and intensifying and expanding the cooperation of the navigation enterprises of these countries on lines already operated jointly.

Table 6. Joint Lines of CEMA Countries and Shipments on These Lines in 1977 and 1978

Linie (1)	Przedsiębiorstwa żeglugowe współpracujące na linii (2)	3) Liczba statków		4) Nośność w tys. ton		5) Przewozy w tys. ton	
		1977	1978	1977	1978	1977	1978
OGÓŁEM (6)	1977 — 9 linii (10)	183	×	1154,6	×	4594,8	×
(7)	1978 — 9 linii	×	182	×	1200,1	×	4779,5
Bulgaria—ZSRR	Bułgarska Flota Morska, Czarnomorskie Przeds. Żeglugowe (11)	8	8	47,4	47,4	837,1	863,0
Bulgaria—Kuba¹ („Bulcuba") (8)	Bułgarska Flota Morska, Empresa de Navigacion Mambisa (12)	3	4	30,0	30,0	50,0	88,0
NRD—ZSRR	Deutfracht Seereederei, Łotewskie Przeds. Żeglugowe (13)	2	2	6,5	6,5	190,5	192,1
„Unlafrica" (9)	Deutfracht Seereederei, PLO, Estońskie Przeds. Żeglugowe (14)	35	33	194,0	182,1	388,0	640,3
„Baltafrica"	Deutfracht Seereederei, PLO (15)	22	20	174,3	169,2	433,0	429,8
„Baltamerica"	Deutfracht Seereederei, PLO, Bałtyckie Przeds. Żeglugowe (16)	17	17	155,1	155,2	650,8	855,0
„Cubalco"²	DSR; Empresa de Nav. Mambisa, P2M, Ceskoslovenska Namorni Plavba (17)	10	8	116,0	56,9	141,0	131,2
„Unilevant"³	Bułgarska Flota Morska, DSR, PLO, Estońskie Przeds. Żeglugowe (18)	70	70	348,6	375,6	1200,1	1321,0
„Polarctic"	PLO, Murmańskie Przeds. Żeglugowe (19)	18	23	92,7	117,2	503,7	843,1

[1] Brak danych Empresa de Navigacion Mambisa.
[2] Brak danych P2M i Empresa de Navigacion Mambisa.
[3] DSR współpracuje w tej relacji także z armatorami krajów rozwijających się, dlatego dane tej linii są umownie podzielone.

Footnote: 1. Lack of data on Mambisa Navigation Enterprise

2. Lack of data on PZM [Polish Steamship Company] and Mambisa Navigation Enterprise

3. DSR [German Freight Shipping Company] also cooperates on this route with shipowners from the developing countries, and therefore is divided by convention.

Key: 1. Line
2. Shipping enterprise cooperating on the lines
3. Number of ships
4. Capacity in 1,000 tons
5. Shipments in 1,000 tons
6. Total
7. Bulgaria - USSR
8. Bulgaria - Cuba[1] (BULCUBA)
9. GDR - USSR
10. Lines
11. Bulgarian maritime fleet, Black Sea Shipping Enterprise
12. Bulgarian maritime fleet, Mambisa Navigation Enterprise
13. German Freight Shipping Company, Latvian Shipping Enterprise
14. German Freight Shipping Company , PLO [Polish Shipping Lines], Estonian Shipping Enterprise
15. German Freight Shipping Company, PLO
16. German Freight Shipping Company, PLO, Baltic Shipping Enterprise
17. DSR Mambisa Navigation Enterprise, PZM, Czechoslovak Maritime Navigation
18. Bulgarian maritime fleet, DSR, PLO, Estonian Shipping Enterprise
19. PLO, Murmansk Shipping Enterprise

Table 7. Joint Lines of CEMA Shipowners With Shipowners of the Developing Countries and Shipments on Ships of CEMA Countries on These Lines in 1977 and 1978

Państwa (1)	Liczba linii (2)		Liczba statków (3)		Nośność tys. ton (4)		Przewozy tys. ton (5)	
	1977	1978	1977	1978	1977	1978	1977	1978
OGÓŁEM (6)	9	9	67	54	425,4	427,4	1398,2	1419,8
Bułgaria	1	1	—	—	—	—	—	—
NRD[1] (7)	3	3	43	31	186.3	186,9	410,0	517,3
Polska (8)	1	1	9	8	88,3	89,3	146,0	213.0
Węgry (9)	1	1	1	1	1,3	1,7	14,8	22,1
ZSRR (10)	3	3	14	14	143,5	149,5	827,4	667,4

[1] W relacji Kontynent—Lewant DSR współpracuje także z uczestnikami „Unilevant", dlatego dane zostały umownie podzielone.

Footnote: 1. On the Continent-Near East route the DSR also cooperates with UNILEVANT participants, and therefore the data have been divided by convention.

Key:

1.	Country	6.	Total
2.	Number of lines	7.	GDR1
3.	Number of ships	8.	Poland
4.	Capacity in 1,000 tons	9.	Hungary
5.	Shipments in 1,000 tons	10.	USSR

Table 8. Joint Lines of CEMA Countries With Shipowners of the Developed Capitalist Countries and Shipments on Ships of CEMA Countries on These Lines in 1977 and 1978

Państwa (1)	Liczba linii (2)		Liczba statków (3)		Nośność tys. ton (4)		Przewozy tys. ton (5)	
	1977	1978	1977	1978	1977	1978	1977	1978
Ogółem (6)	12	14	22	23	61,0	100,7	1587,1	1407,3
NRD (7)	2	2	3	2	3,6	5,6	113,8	100,9
Polska (8)	1	1	1	1	1,1	1,4	38,0	82,0
Węgry (9)	—	1	—	1	—	1,7	—	22,1
ZSRR (10)	9	10	18	19	84,3	92,0	1435,3	1202,3

Key:
1. Country
2. Number of lines
3. Number of ships
4. Capacity in 1,000 tons
5. Shipments in 1,000 tons
6. Total
7. GDR
8. Poland
9. Hungary
10. USSR

Table 9. Regular Lines of Shipowners of CEMA Countries Cooperating With Line Conferences and Shipments on Ships of CEMA Countries on These Lines in 1970, 1977 and 1978

1) Państwa	Flota linlowa (2)									Przewozy (3)					
	1970			1977			1978			1970		1977		1978	
	A	B	C	A	B	C	A	B	C	tys. ton	%*	tys. ton	%*	tys. ton 4)	%*
Ogółem (5)	10	67	627,8	26	247	1920,6	25	231	1880,3	1820,7	11,0	4801,5	21,2	5243,6	23,6
Bulgaria	—	—	—	1	8	48,5	1	8	48,5	—	—	196,0	14.1	207,4	14,5
NRD (6)	2	7	71,3	8	90	736,0	8	84	723,3	377,2	13,0	1175,3	43,3	1626,3	65,4
Polska 7)	4	33	301,4	8	99	683,8	8	98	684,7	840,5	21,0	2298,0	53,1	2284,0	49,6
ZSRR 8)	4	27	255,1	9	50	452,3	8	41	423,8	603,0	8,0	1132,2	8,4	1125,9	8,4

A — liczba linii, B — liczba statków, C — nośność tys. ton.
* Udział w ogólnych przewozach liniowych poszczególnych państw.

Footnote: A - Number of Lines, B - Number of ships, C - Capacity in 1,000 tons.
* Share in total line shipments of individual countries

Key:
1. Country
2. Line fleet
3. Shipments
4. 1,000 tons
5. Total
6. GDR
7. Poland
8. USSR

The share of the line fleet of the European CEMA countries servicing joint lines in 1978 was characterized by the following numbers: 259 ships or 39.6 percent of the line fleet of the countries of the community were working on 32 lines. The capacity of these ships amounted to 1,728,200 tons or 33.4 percent of the total tonnage.

In 1978 ships of the CEMA countries transported 7,600,600 tons of cargo (34.2 percent of all line shipments) on these lines.

In comparison to 1977 the line fleet of the European CEMA countries on joint lines increased by 3.1 percent with regard to capacity, and shipments increased by 184,700 tons (4 percent).

The practice of holding conferences among the shipowners of the CEMA countries on the possibility of cooperation on concurrent routes was continued. In the middle of November 1978 a new ferryboat line was activated between the ports of Varna and Il'ichevsk as a result of the joint efforts of the shipping enterprises of Bulgaria and the USSR.

As Table 7 shows, despite the reduction in the line fleet of the CEMA countries in service on lines maintained jointly with the shipowners of the developing countries (a reduction in the number of ships by 19.4 percent and in capacity by 31.7 percent), freight shipments on ships of the CEMA countries increased by 1.5 percent in 1978.

In 1978, in comparison to 1977, 23 ships of shipping enterprises of the countries of the socialist community were in service on 14 joint lines maintained by shipowners of the CEMA countries with partners from capitalist countries, with a total capacity of 100,700 tons, which means a little increase in tonnage. Shipments by ships of the shipping enterprises of the CEMA countries on these lines dropped by 11.3 percent in comparison to 1977.

Cooperation of Shipowners of the European CEMA Countries with Line Conferences

In 1978 there was a further expansion in the contacts between shipping enterprises of the European countries of the socialist community and line conferences.

In 1978 shipowners from Bulgaria, GDR, Poland and USSR cooperated with line conferences on 25 regular lines, that is, the number of lines increased 2.5 times in comparison to 1970. In the course of the last 8 years the number of ships servicing these lines increased approximately 3.5 times, and their capacity and shipments almost tripled. In comparison to 1977 the number of ships dropped by 16 percent and their capacity by 40,300 tons, while line shipments increased by 422,100 tons during the same period.

The international line navigation of the European CEMA countries continued to develop successfully under conditions of bilateral and multilateral cooperation among the shipping enterprises of these countries. In 1978 there were a number of conferences and consultations among shipowners of the CEMA countries for the purpose of finding new ways and forms of cooperation for more effective exploitation of their line ships. As a result of them work was carried out with the intention of creating a single network of agency and stevedore service for the ships of the joint lines in the ports of the Continent (Hamburg, Rotterdam and Antwerp) and, since the end of 1978, the ships of these lines have been serviced for all practical purposes in these same terminals.

Activity aimed at further optimizing the activity of the regular lines of the CEMA countries is still continuing.

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MANPOWER: LABOR, EDUCATION, DEMOGRAPHY

GROWTH IN NATIONAL PROSPERITY

Moscow EKONOMICHESKAYA GAZETA in Russian No. 52, Dec 79 p 1

[Article: "The Growth of National Prosperity"]

[Text] Speaking at the November (1979) CPSU Central Committee Plenum, comrade L. I. Brezhnev pointed out that a lot of work has been done since the beginning of the five-year plan to implement the party's economic and social policy which was developed at the 24th and 25th CPSU congresses, and that successes are present--and the successes are considerable.

The most general indicator of the rise in the people's standard of living is real per capita income. This has increased more than 13 percent during the four years. General expenditures to raise the people's standard of living since the beginning of the five-year plan calculating its final year will be 15.4 billion rubles.

The sale of consumer goods has grown. Retail goods turnover in comparative prices grew by 18 percent and the volume of everyday services -- by one third.

A total of 423 million square meters of living space with an increase in the quality of living assets has been constructed in the country during the four years of the five-year plan.

As was pointed out during the November plenum of our party's Central Committee, the successes achieved are a good basis for solving the economic tasks of 1980.

During the final year of the 10th Five-Year Plan, real per capita income will increase by 2.9 percent based on the growth of national income, the production of consumer goods and the development of services and it will grow by 16.6 percent during the five-year plan on the whole. Public consumption funds will grow by 5.5 percent and reach 116 billion rubles.

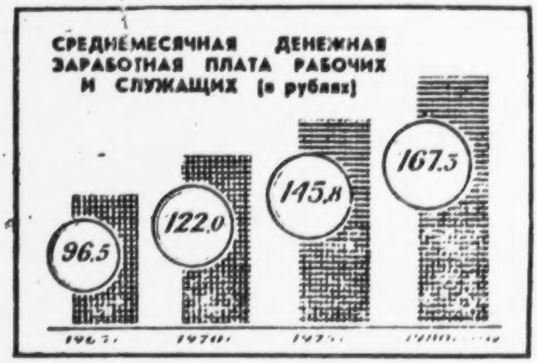
The high rates of housing construction are being maintained. As a result of all sources of financing, housing with an overall area of 109.4 million square meters will be constructed. This will provide the opportunity to bring the average general housing area allotment for urban dwellers to 12.9 square meters. Housing conditions will be improved for more than 10 million people, and during the five-year plan in general -- for more than 50 million people.

The demand of the population for a number of goods will be satisfied better. A retail goods turnover in state and cooperative trade of 264.2 billion rubles, or 5.1 percent more than in 1979, is provided for.

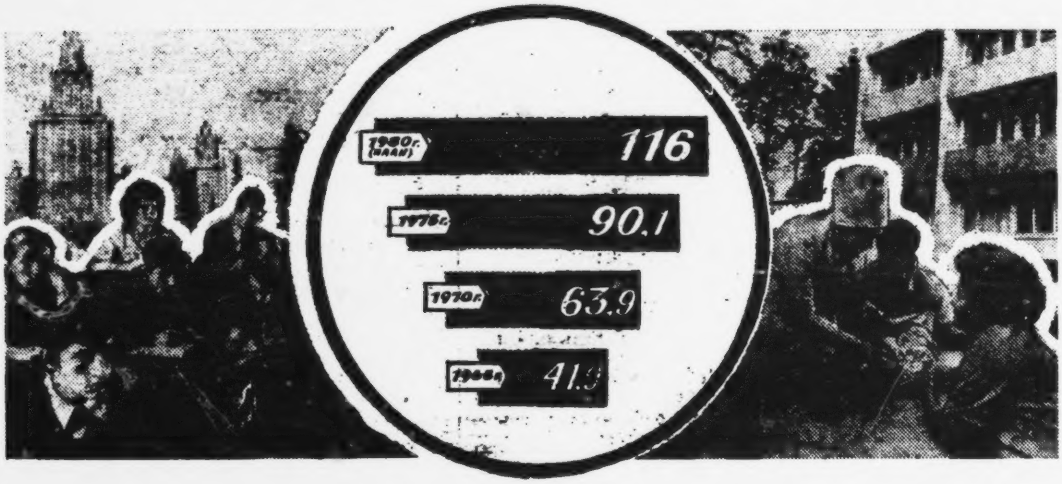
Children's pre-school establishments with almost 500,000 places will be constructed in 1980 by state capital investments and the resources of communist subbotniks [work given without pay to the state on days off or overtime]. School buildings with 934,000 student places will be built by state capital investments, and with 191,000 places by kolkhoz resources.

The overall number of beds in medical establishments will increase by 1.9 percent and will reach 3.3 million by the end of 1980.

The guarantee of further growth in national prosperity lies in the economic might of the motherland and in the day-to-day efforts of all the workers. The party is calling for the final year of the five-year plan to be transformed into a year of urgent work, of working in a Leninist way in the name of new achievements in the people's welfare.



Average Monthly Monetary Wages of Workers and Employees
(in rubles)



Payments and Benefits From Public Consumption Funds (in billions of rubles)

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TRANSPORTATION

NEW CIVIL AIR ROUTES, AIRLINER REPLACEMENTS NOTED

Moscow VOZDUSHNYY TRANSPORT in Russian 12 Jan 80 p 2

/Article by V. Patsiya: "Distant Cities Have Become Closer"/

/Text/ The network of civil aviation's domestic routes is being expanded every year. And this year about 50 new air routes will appear in the central schedule. Most of these lines and routes will be opened closer to summer, the busiest period for air transport. But Tu-154's already have begun flights on the new Khabarovsk-Irkutsk-Chelyabinsk-Rostov route since 1 January. After an extended interval, Tu-134 aircraft have restored communication on the Gor'kiy-Sverdlovsk-Tomsk-Bratsk line. These same aircraft already are flying on the Moscow-Kustanay-Tandy-Kurgan and Moscow-Leninakan routes.

In May, the Mineral'nyye Vody-Perm'-Noril'sk, Vorkuta-Syktyvkar-Gor'kiy-Sochi routes will be opened, and in June the Mineral'nyye Vody-Ufa-Pavlodar-Chita, the Mineral'nyye Vody-Ufa-Bratsk-Yakutsk, and other routes will be opened. Modern Tu-154 and Tu-134 airliners will fly on all these routes. The first flight of the Il-62 should be made on 1 June on the route from Petropavlovsk-Kamchatskiy to Novosibirsk to Mineral'nyye Vody.

Completion of the renovation of airports and the arrival at aviation enterprises of new aviation equipment will make it possible to replace obsolete types of aircraft with modern and more spacious airliners on more than 100 lines. So Tu-154's have replaced Il-18's on the Moscow-Anadyr' route, and they also will be flying henceforth on the Khabarovsk-Irkutsk-Tomsk-Ufa-Sochi, Rostov-Ufa-Novosibirsk, and Murmansk-Leningrad-Kiev routes. The Tu-154 also has replaced the Il-18 on the lines from Dushanbe to Sverdlovsk and Riga and from Moscow to Ashkhabad. This year Tu-154's will begin regular flights on the Moscow-Kirovabad, Frunze-Osh-Baku-Sochi, Abakan-Kuybyshev-Sochi, Krasnoyarsk-Kazan'-Donetsk-Odessa, and Alma-Ata to Sverdlovsk routes. They will begin flying from Rostov to Novosibirsk and Leningrad, from Riga to Tashkent, from Kazan' to Leningrad and Sochi...

Beginning 1 January, Tu-134 aircraft fly from Krasnodar to Kuybyshev, Ufa and Gor'kiy, from Moscow to Kurgan and Magnitogorsk, and from Chelyabinsk to Alma-Ata and Krasnodar. These aircraft also will replace An-24's on the Kurgan-Kuybyshev-Sochi, Magnitogorsk-Volgograd-Simferopol', Kirov-Chelyabinsk-Novosibirsk, and other lines. Modern comfortable airliners will make air travel for many thousands of passengers faster and more pleasant.

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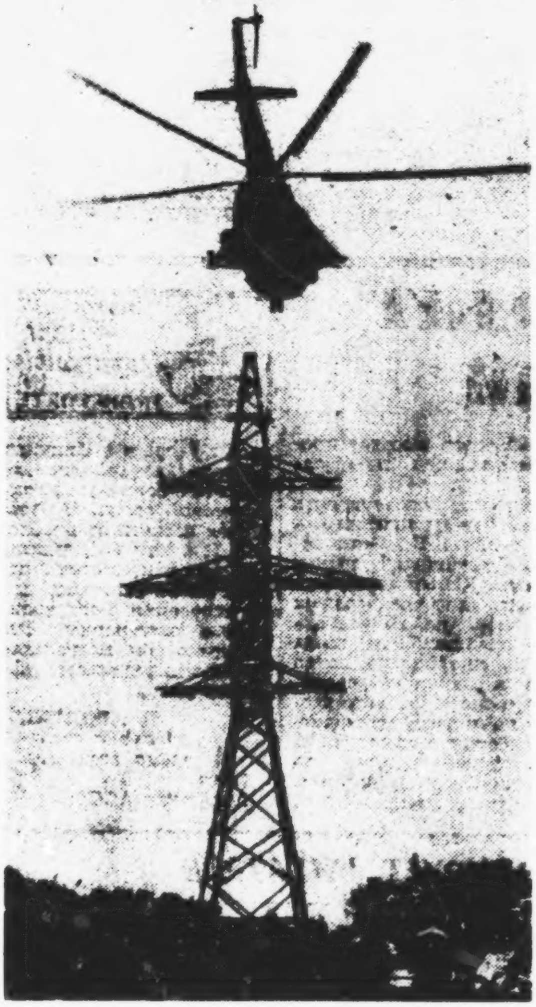
CSO: 1823

HELICOPTERS USED IN POWER TRANSMISSION LINE CONSTRUCTION

Moscow VOZDUSHNYY TRANSPORT in Russian 6 Dec 79 p 2

[Photo Caption]



[Text] An institute helicopter erects supports for a power transmission line in the mountains of the Caucasus by swinging it onto the foundation.

Recommendations developed by scientists and flight personnel of the All-Union Scientific Research Institute for the Use of Aviation in the National Economy, located in Krasnodar, are rendering considerable assistance to the country's national economy.

The recently created division for the application of aviation in industry, geology and construction is operating successfully here. Thus the technique of using helicopters for installing foundations and supports and for paying out wires when laying power transmission lines has been worked out and incorporated.

In 10 years, about 300 scientific developments, over 100 of which have been introduced, yielding tens of thousands of rubles in savings, have been produced by the institute's collective.

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END